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"The only real wives I've had have been my sailing ships" Errol Flynn

BOAT

International

The HOLLYWOOD issue

WORLD PREMIERE

On board Blohm+Voss's 82 metre star



Starring

Software mogul Jim Clark's
Sydney to Hobart speed machine

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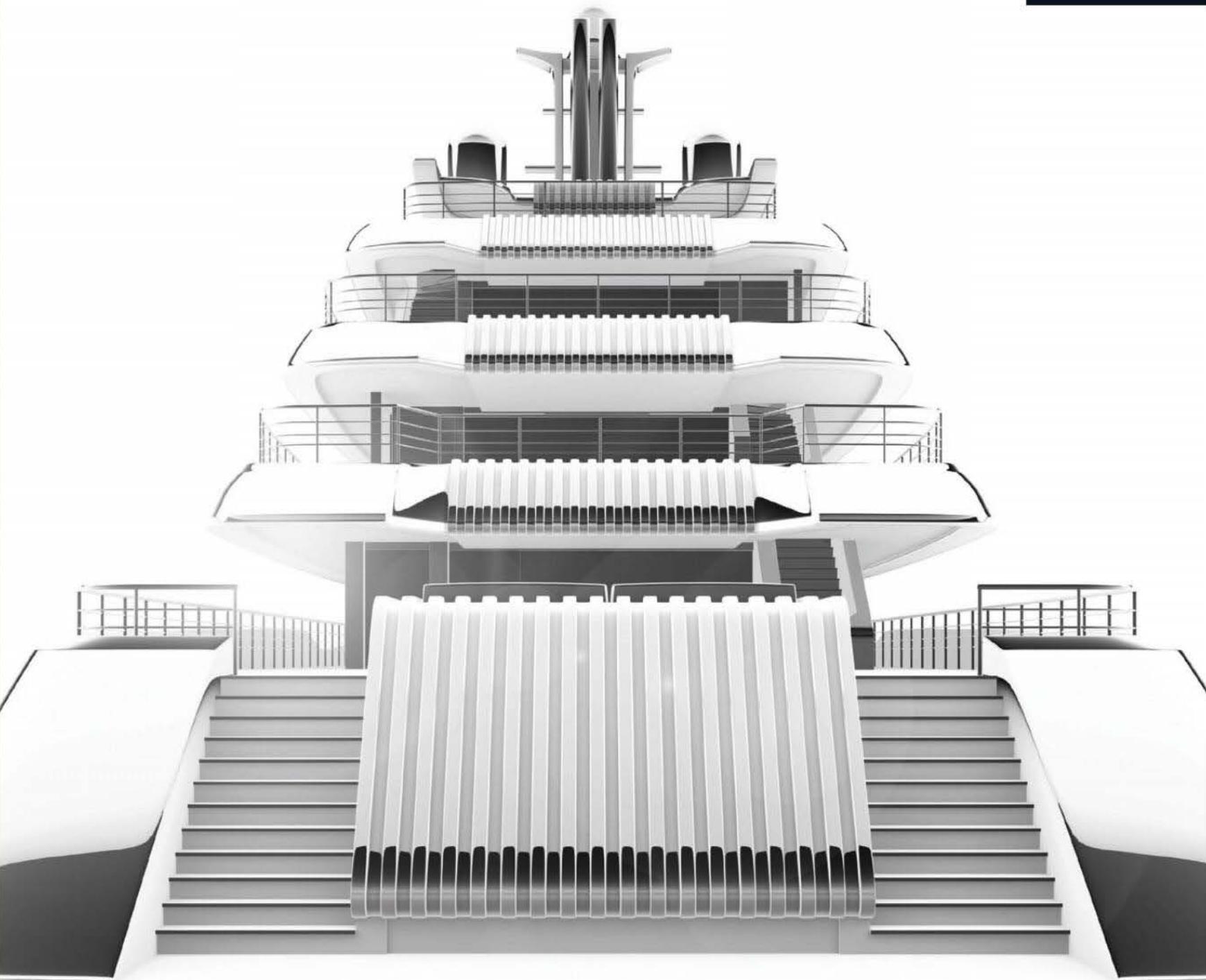
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A large sailboat, the Wave 38 m, is shown from a low angle on the water. The boat's white hull and dark deck are reflected in the calm blue water. The sky above is a warm, golden sunset. The text "SETTING SAIL INTO THE FUTURE" is overlaid in the upper right corner.

SETTING SAIL INTO THE FUTURE

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designed by **PHILIPPE BRIAND Ltd**

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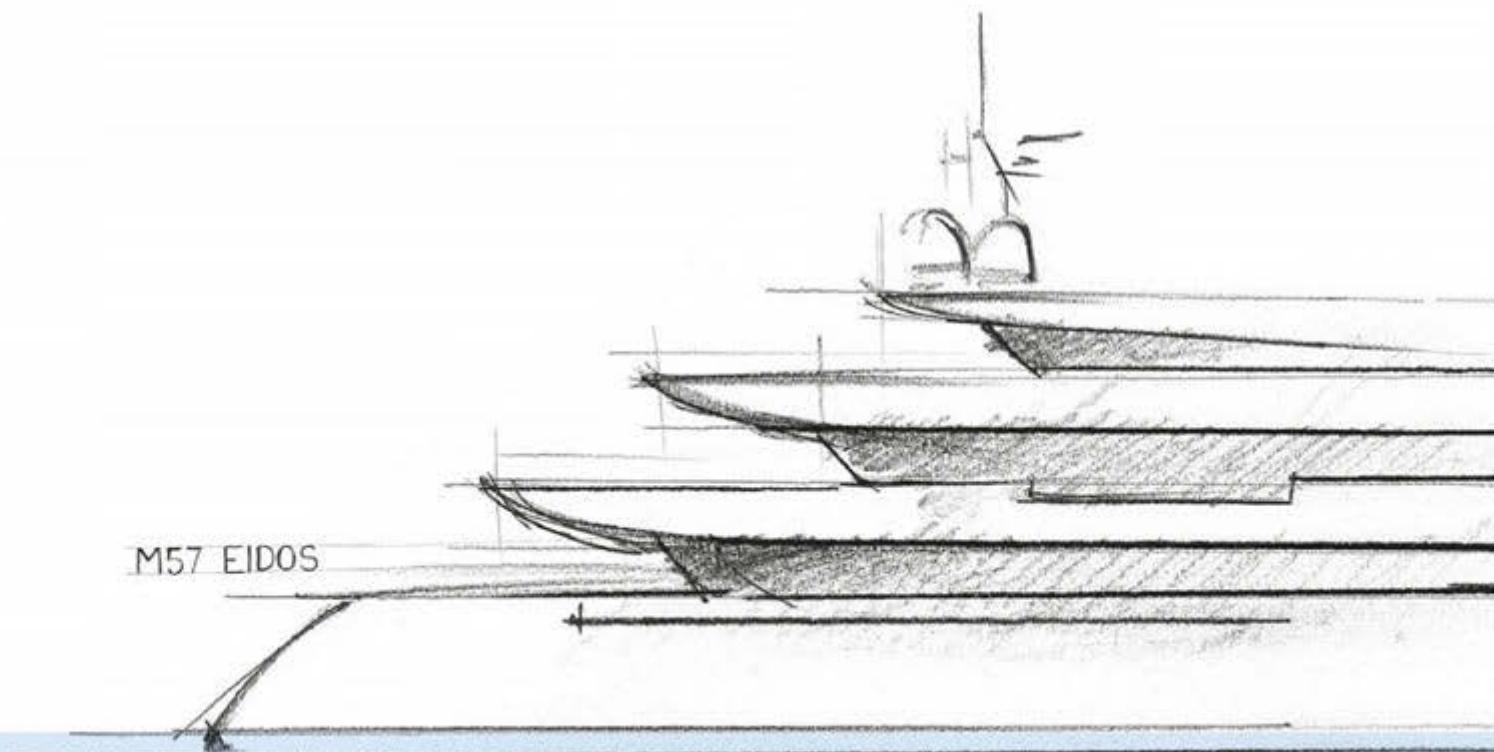
ADMIRAL SAIL WAVE 38 STARTS AT € 16.600.000*

*Price shown is VAT excluded. The price is inclusive of the interior design.

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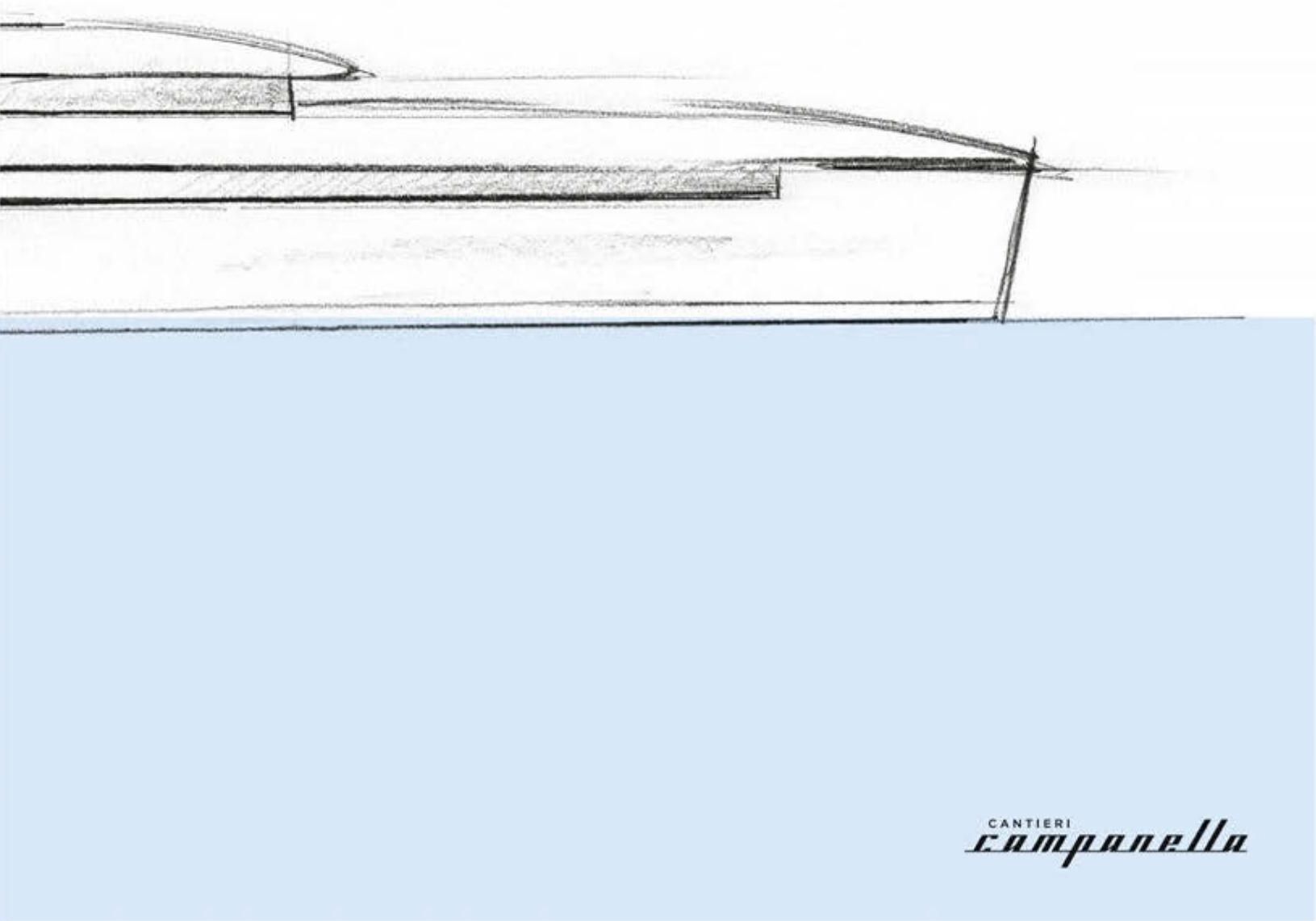
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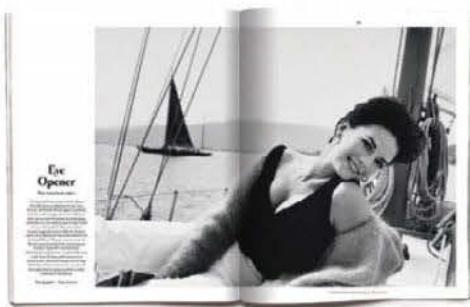
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campanella

DAY OR NIGHT, KOMETA IS ENDLESS.

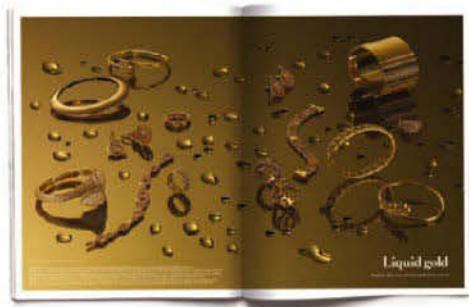
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Natalie Wood: Hollywood's greatest scandal at sea



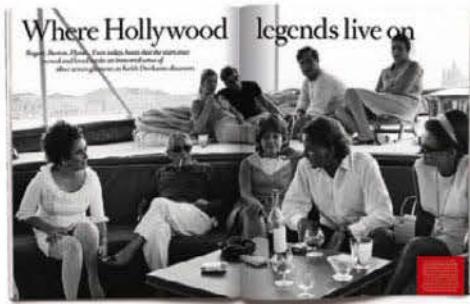
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ON THE COVER
Blohm+Voss's 81.5 metre motor yacht *Graceful*,
photographed by Jeff Brown/Superyacht Media;
or Sophia Loren, photographed in 1955 by Graziano Arici,
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Boat International (ISSN: 0264-9136) is published monthly by Boat International Media Ltd. Subscriptions: Boat International Subscriptions, PO Box 326, Sittingbourne, Kent, ME9 8FA, tel: +44 (0)1795 414908 fax: +44 (0)1795 414 555, (boatinternational@servicehelpline.co.uk) Distribution: Comag Ltd, Tavistock Road, West Drayton, Middlesex. UB7 7QE, tel: +44 (0)1895 453800

Boat International (ISSN No: 0264-9136, USPS No: 006-725) is published monthly by Boat International media Ltd GBR and distributed in the USA by Asendia USA, 17B S Middles Ave, Monroe, NJ 08831. Periodicals postage paid at New Brunswick, NJ and additional mailing offices. POSTMASTER: send address changes to Boat International, 701C Ashland Ave, Folcroft PA 19032



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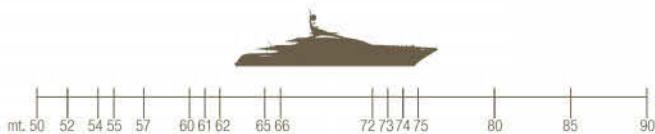


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► People say that owning or chartering a superyacht is so much more than a mode of transport – it is a way of life. I would go even further and argue that owning a yacht is the realisation of a dream and, for many, the ultimate creative outlet. We aim to reflect this at *Bl* by matching what I call our “strictly boaty” content (the Holy Grail of the magazine) with the most inspiring and often otherworldly stories and images we can find. We hope that our Hollywood Issue, timed to coincide with awards season, does exactly that. For who can fail to be moved by the immortal glamour of Bogart, Burton, Sinatra and Flynn as they took to the waves? And I challenge any true yacht enthusiast to read our guide to boats on film and not go out and buy 10 box-sets on the spot. As for me – I'll be feasting on the true story behind Daniel Craig and *that* shower scene for months.

► I'm thinking about buying the rights to the story of *Graceful* and pitching it to a few studios. Take a look at this video – bit.ly/graceful-rocks – and tell me it wouldn't make a good movie. That brief clip was taken after the hull of the 82 metre broke free of her tow and pitched up on the rocky coast of Norway. From that, to starring in this issue on page 102. For all our talk of Hollywood, I reckon the Oscar for best production goes to Blohm+Voss. And if there was an Academy Award for beyond-the-call bravery, it'd go to the yacht's skipper, who was so protective of the project he took a swim in the frigid North Sea to help reattach the tow lines. Best location is awarded to *Galatea*, which I visited in a balmy Beaulieu-sur-Mer in January, giving me a very welcome break from London's relentless grey. As for best dramatic performance? Easy – Jim Clark's wunderboat *Comanche*.



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Sacheen Littlefeather

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EDITOR



Claire Wrathall

► Claire Wrathall, who reports from Montenegro this month, writes for the *Financial Times* and edits *Art Quarterly*. At 13 she spent a week polishing brass and coiling ropes on a yacht converted from a WWII minesweeper in Greece.

Brigitte Bardot or Audrey Hepburn? BB for putting Búzios, the Saint-Tropez of the Southern Hemisphere, on the map

Speed or style? Speed? I had my first racing experience last year in the Vele d'Epoca in Imperia, Italy, on *Elena*, the Herreshoff-designed racing schooner

Flip-flops or espadrilles? Birkenstocks, whether or not they're in fashion

Caribbean or Med? I love them both, but for sailing, nowhere beats the Tobago Cays



Keith Dovkants

► Keith Dovkants is a contributing editor for *Tatler* and a lifelong sailor. He keeps a 17m ketch on the River Hamble in the UK and sails with his wife Natalie and daughter Dulcibella, who skips the tender.

Dovkants had a long career in Fleet Street covering an assortment of foreign wars including Iraq and Afghanistan.

Brigitte Bardot or Audrey Hepburn?

Hepburn

Sail, motor or otherwise? Sail

Speed or style? On a sailing boat they tend to go together

Wayfarers or Aviators? Both. Wayfarers in town; aviators afloat

Sun or shade? Yes, in that order

Champagne or cocktails? Yes, in reverse order



Clare Coulson

► Clare Coulson is an author and fashion writer who writes for the *Sunday Telegraph*, *How To Spend It* and *Harper's Bazaar* among others. She's most at home knee-deep in Suffolk mud – although can be persuaded to board fashion designers' yachts at extremely short notice.

Brigitte Bardot or Audrey Hepburn? Bardot, for sure

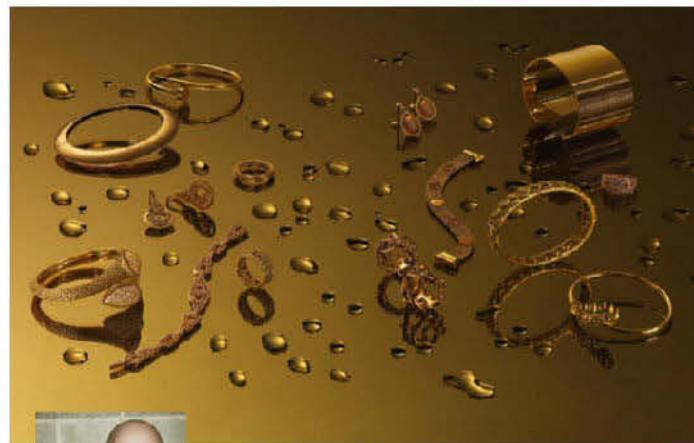
Speed or style? Preferably both

Flip-flops or espadrilles? Bare feet or Birkenstocks

Caribbean or Med? The Med – ideally sailing along the Ligurian coast

Jet ski or canoe? Never tried it but jet-skiing is definitely on my bucket list

Sun or shade? Both, in moderation



Todd Sutherland

► Todd Sutherland is a London-based photographer who has shot for *GQ*, *Wired* and *Vogue*, among others. He relocated from Sydney last year with his wife and two boys, and misses the sight of fleets of sailing boats in the harbour on a warm sunny day.

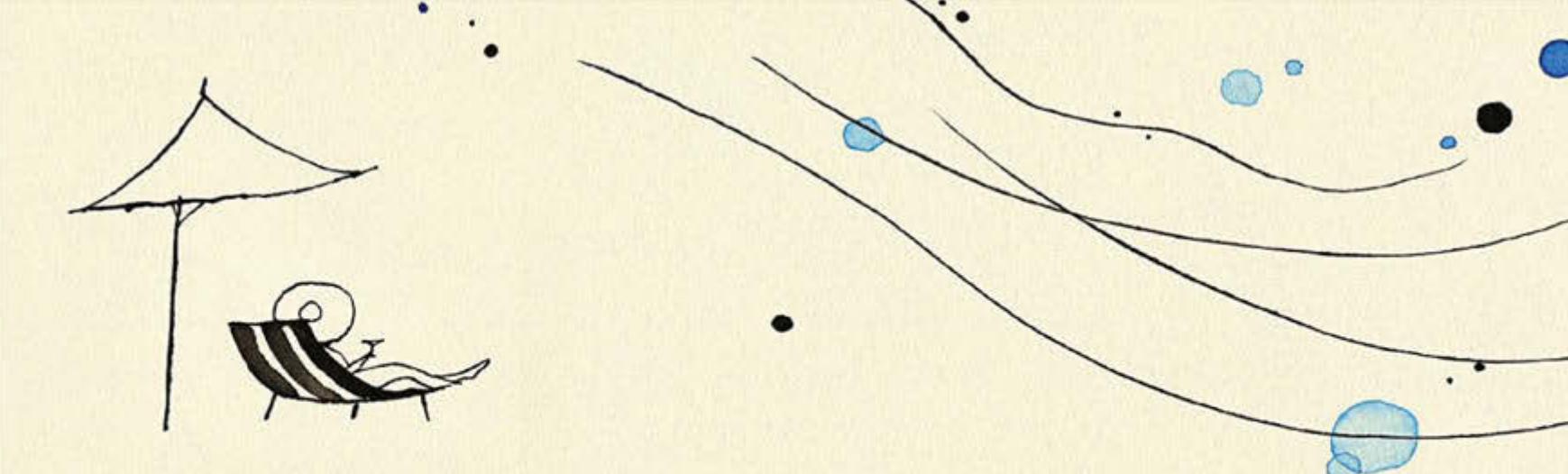
Brigitte Bardot or Audrey Hepburn? Audrey

Sail, motor or otherwise? Anything over 50m and there will be no complaints, though there's something quite magical about wind and sails

Speed or style? Speed

Sun or shade? Ideally some shade. I tend to burn...

Champagne or cocktails? Champagne for daytime, cocktails for evening



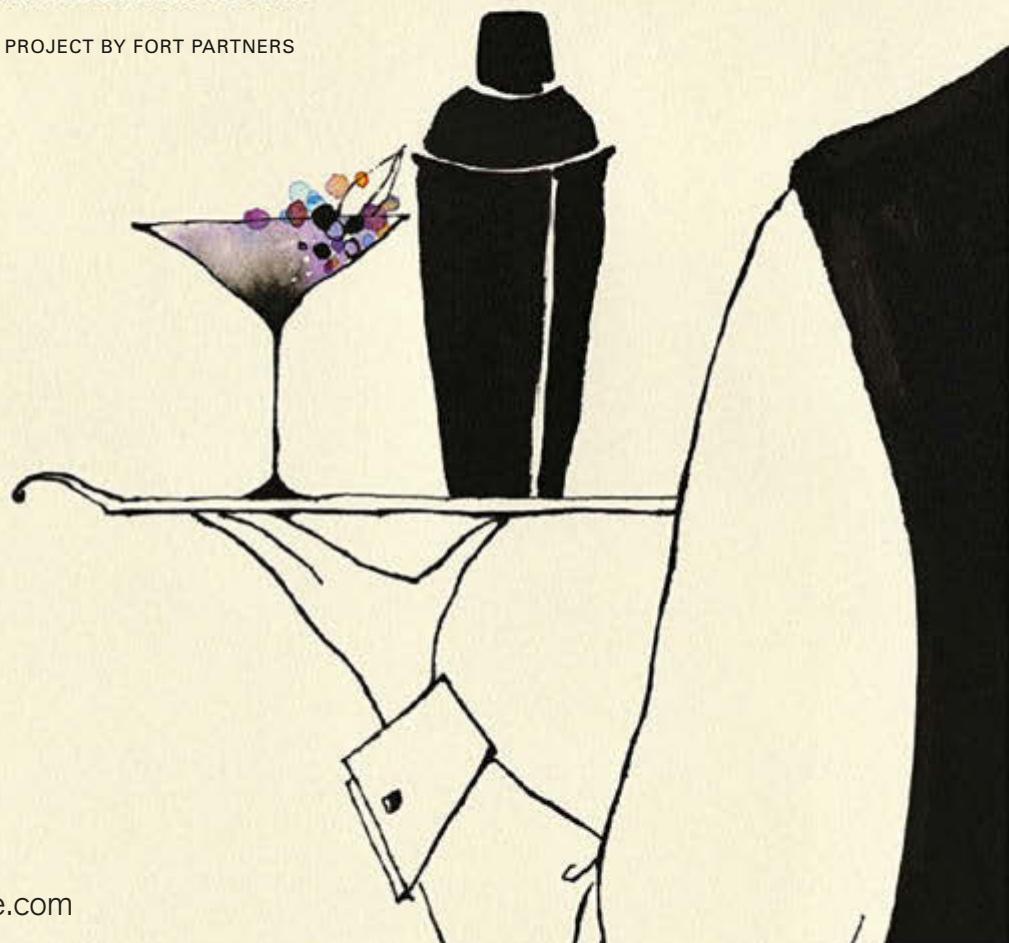
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The light fantastic

New yacht features eye-popping interiors by a Dutch designer

Superyacht or swanky nightclub bar? The interior of Heesen's latest launch, the 51 metre *MySky*, could really be both. The yacht's exterior was designed by long-time Heesen collaborator Frank Laupman of Omega Architects, but it's who put together the interior that might raise a few eyebrows: Erick van Egeraat. This is van Egeraat's first boat project; the Dutch designer is much better known for his commercial and residential projects on land, including many of the spaces in Moscow's Mercury City Tower, currently Europe's tallest building. He was brought on by the owners of *MySky*, and what he's created is pretty sensational and quite unlike anything else on the water. To see more images from this one-of-a-kind interior, visit bit.ly/heesen-mysky. heesen.nl; erickvanegeeraat.com

+ FOR MORE NEWS SEE PAGE 33

THIS MONTH: The six mightiest marine binoculars, Amels goes full custom and Sir Ben Ainslie teams up with a genius

"I love the furniture you made for Rising Sun. Every piece is beautiful. You are a star!"

David Geffen



Deck dining chair in Burmese teak, polished Type 316 stainless steel with carbon fiber accents.

Hand-rubbed oiled finish. Designed by Pollaro.

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Lippy from the Liffey

One day he's talking superyachts with Lewis Hamilton – the next he's combining cycling with Champagne and oysters. Welcome to the heady world of Eddie Jordan

I predicted a couple of years ago that newly crowned Formula One World Drivers' Champion Lewis Hamilton would leave McLaren and go to the Mercedes team, but little did anyone expect Mercedes to make the huge strides forward it has done. It was such a thrilling championship all the way down to the last race in Abu Dhabi in December, where Lewis was crowned.

It's remarkable too that he wound up fighting for the title with his great friend Nico Rosberg; the pair have been racing each other since they were seven or eight. Bizarrely, all three of us live in the same apartment block in Monaco. Now he's the champion again, Lewis should forget about the private jets and get a boat – it's the ultimate getaway. He can join Nico, who owns a fabulous new yacht with his dad Keke, an old friend from my racing days and former Formula One World Champion.

This time last year I was in the middle of preparations for the Cape to Rio race; at 3,300 nautical miles it's a true test of boat and crew across some of the meanest water on the planet. I also fell in love with Cape Town, so came back with all the family this year. Apart from one day out on the water, we've done very little sailing, but I'm negotiating my team for the St Barths Bucket, which is my next really big trip and I can't wait for it to happen.

I'm a huge fan of the America's Cup and know my fellow columnist Sir Ben Ainslie very well. I also know his new wife, Georgie, who presented Formula One for Sky while I was with the BBC. I've raced with Ben in the Louis Vuitton Cup and he's a motor racing fanatic. What he did in the last America's Cup, plus all his Olympic golds, make him nothing short of remarkable. I was thrilled

to see it announced that he had teamed up with Red Bull – including the genius Formula One engineer Adrian Newey. I'm eager to see Britain take on the Americans. And the choice of Bermuda to host the Cup in 2017 is great news. It's closer, there are strong ties with the UK, and Ben knows its waters really well.

I'm really looking forward to taking part once again in the Champagne & Oyster Cycling Club of Monaco race from Saint-Tropez to Monaco in April. It raises money for the Princess Charlène of Monaco Foundation, which promotes water safety and helps children learn to swim. Everyone brings

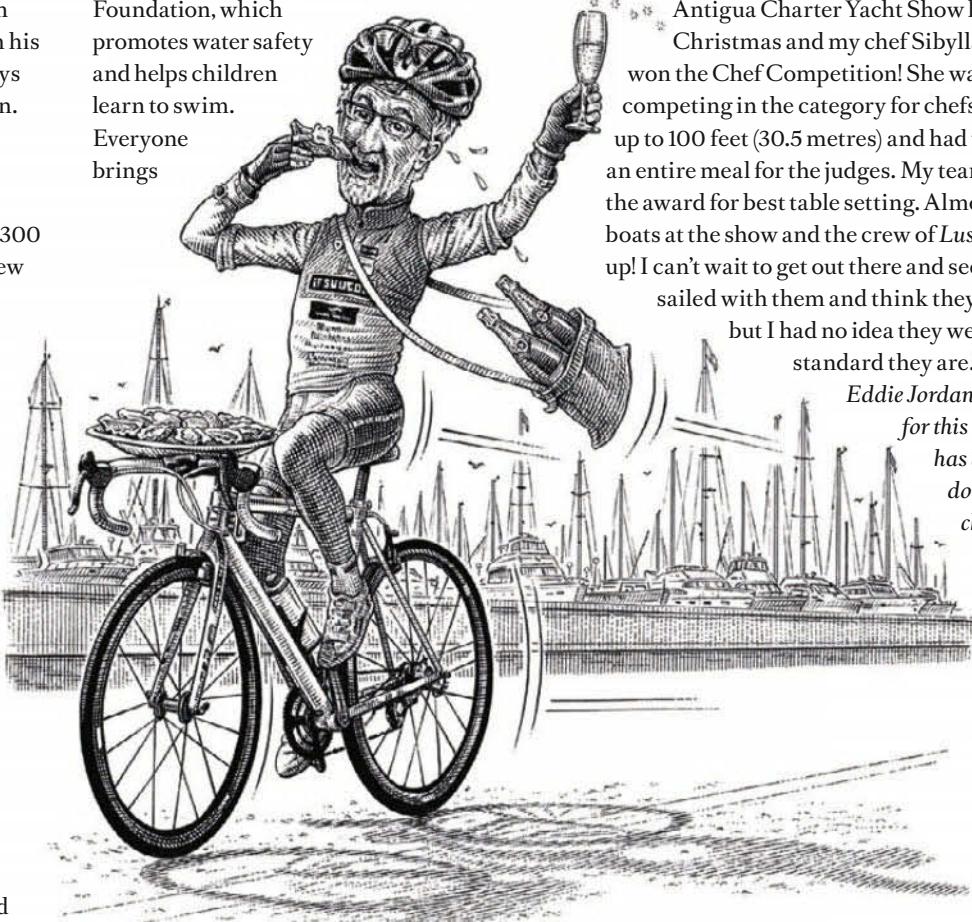
their boats to Saint-Tropez for the start, then 150 riders take off for the 100-mile ride to Monaco. Before any of that, though, there's Prince Albert's birthday in March, which always has a St Patrick's Day theme because the ancestors of his mother, Grace Kelly, came from Ireland.

It's probably the biggest celebration he has all year. It's a full-on party in the palace, but also incredibly laid-back. He has an authentic Irish bar in there, and it's just so cool.

"Prince Albert's birthday is a full-on party in the palace. He has an Irish bar in there"

My Oyster Lush is out on charter in the Caribbean at the moment. She was at the Antigua Charter Yacht Show before Christmas and my chef Sibylla Beebe won the Chef Competition! She was competing in the category for chefs on yachts up to 100 feet (30.5 metres) and had to prepare an entire meal for the judges. My team also won the award for best table setting. Almost 100 boats at the show and the crew of *Lush* cleaned up! I can't wait to get out there and see them. I've sailed with them and think they're great, but I had no idea they were at the standard they are. ■

Eddie Jordan's fee for this column has been donated to charity.



We had a big announcement at the end of 2014 that wasn't quite released in time to make it into February's column: our partnership with Red Bull Advanced Technologies (RBAT). This was something that we had been working on for a long time, as you might have guessed, if you had read any of the extensive speculation in the press!

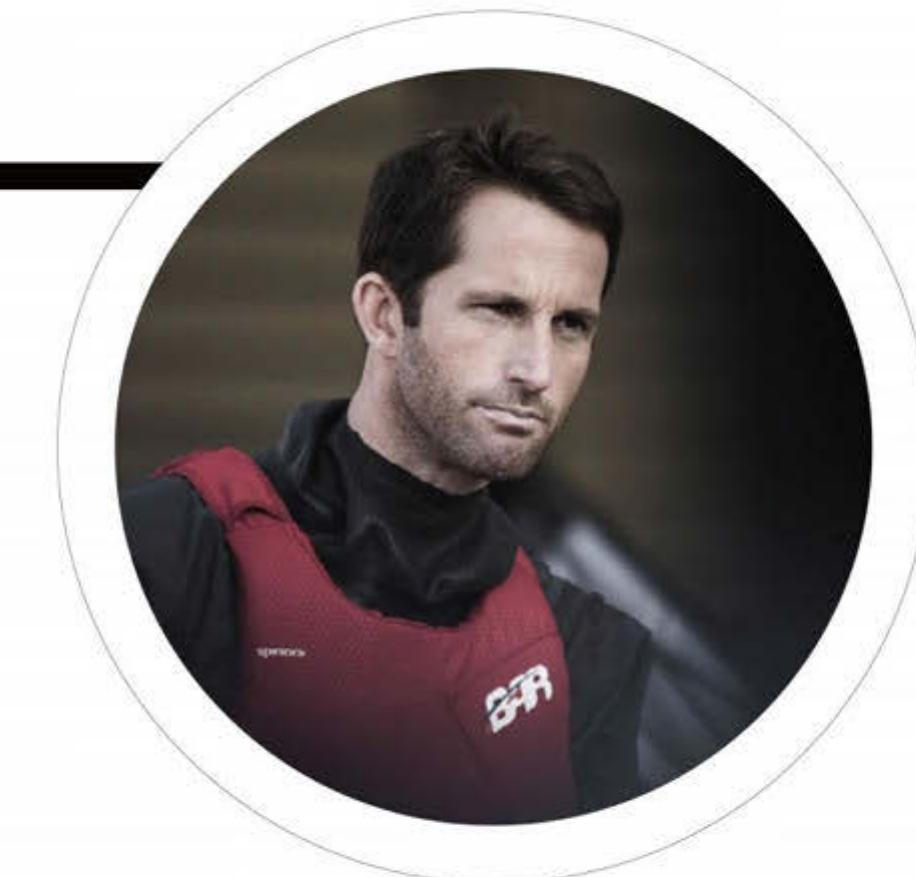
It all started when I met Adrian Newey at the Abu Dhabi Formula One Grand Prix in 2013. He told me about his interest in the America's Cup and the new foiling multihulls, and that he had a desire to help Britain win it. When the top F1 designer tells you that he's interested in applying his expertise to your problem, you don't just drop his card in a drawer.

We followed up that opening chat with several conversations about a partnership with Red Bull's team principal, Christian Horner. There are plenty of strong similarities between the design challenges of F1 and the 35th America's Cup and it was clear that they could help us.

The new America's Cup boats require much more expertise in aerodynamics and control systems than the old monohulls. In the UK we're lucky to have a very high level of knowledge and experience in these areas within the motor sport industry, and it made a lot of sense for us to partner with the leading practitioners.

RBAT is absolutely right at the top of this game and there are many very talented people there. The press has tended to focus on our involvement with Newey – he is the chief technical officer at RBAT, but we're going to be working with the whole team. There are some very sought-after engineers at Red Bull and it's fantastic to get access to them.

RBAT's technical director, Giles Wood, and Andy Damerum (driver development manager at the F1 team), will be our main contacts on the project. We will present them with a tranche of work, a particular problem



Better by design

Britain's new America's Cup bid seems the best yet, and as Sir Ben Ainslie exclusively writes, his latest exciting partnership underlines that promise

or problems, and they will take that in-house to their people in Milton Keynes and give us some answers. All I can tell you about the work is that Giles and Andy specialise in simulation and analysis... I'm not giving away anything more than that! We can learn a huge amount from them and I'm sure it will be a very strong partnership for us.

We've already started working on the other news that did make it into February's column: the venue announcement for Bermuda. A research team went out to the island as soon as it was confirmed and had a really positive trip, making lots of contacts – the Bermudans were really supportive and helpful. I said last time that we're excited about the choice of venue; this really is going to be a great America's Cup.

One of the questions our guys got asked a lot on the research trip was, "When are you moving out here?" Oracle Team USA have already announced that they will move to Bermuda in the spring, and the America's Cup Event Authority will do the same. We have already had our first training camp on the island and went at

the end of January to sail in our two-man foiling cats.

But we won't be moving the team lock, stock and barrel to Bermuda. We're a British-based team, with a permanent headquarters in Portsmouth and it's very important to us to be able to utilise the best of British in terms of engineering, manufacturing and sailing.

We will do most of our training in the Solent, and by the time you read this we will be back sailing at home. So we won't ever be based full-time in Bermuda, but go there for specific training periods, when we have something to achieve with respect to either our sailing or design goals. It's just another of many differences between this and previous America's Cups. ■

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50M

> 500 GRT



55M



60M



65M



70M

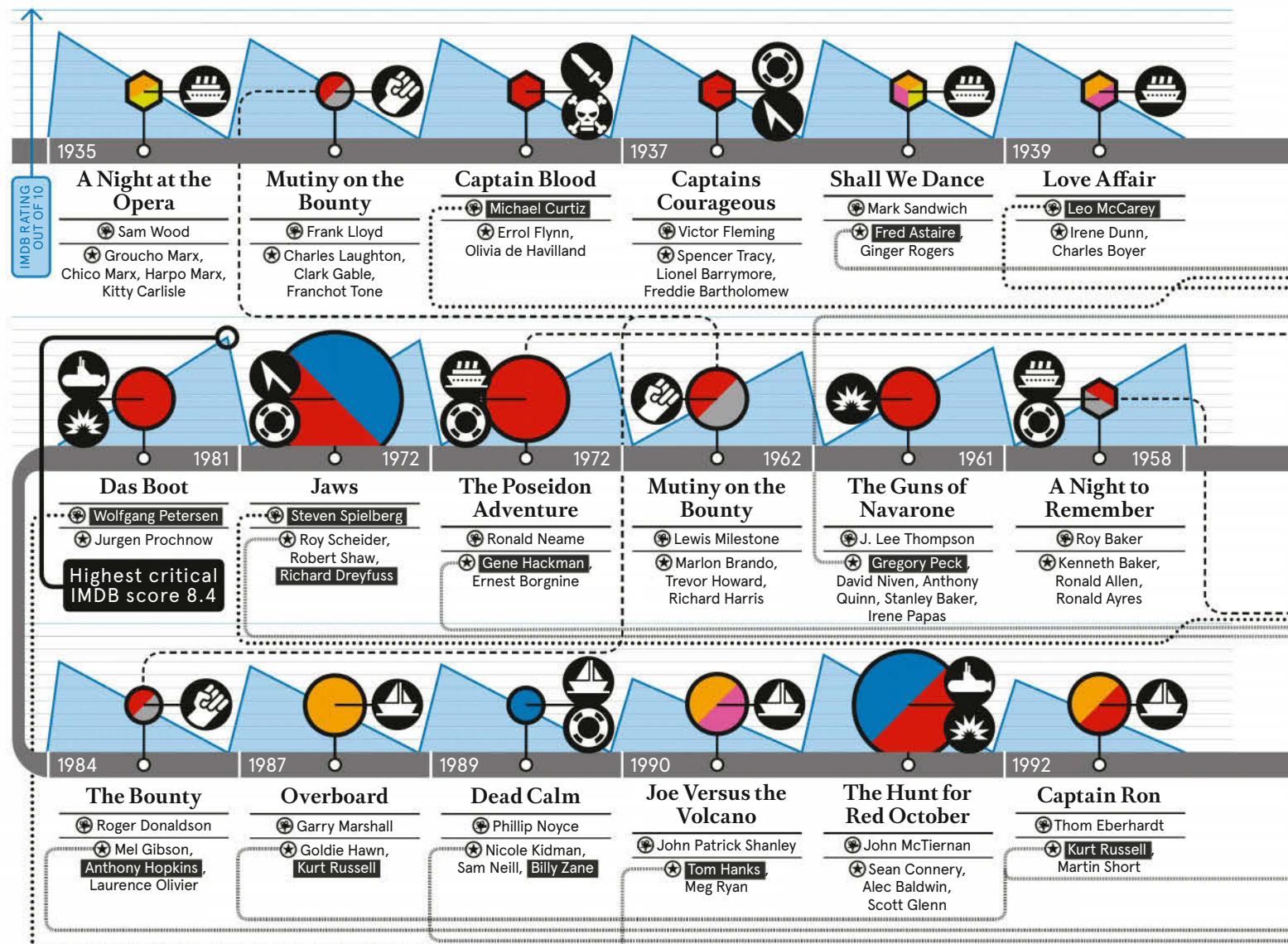


75M



80M

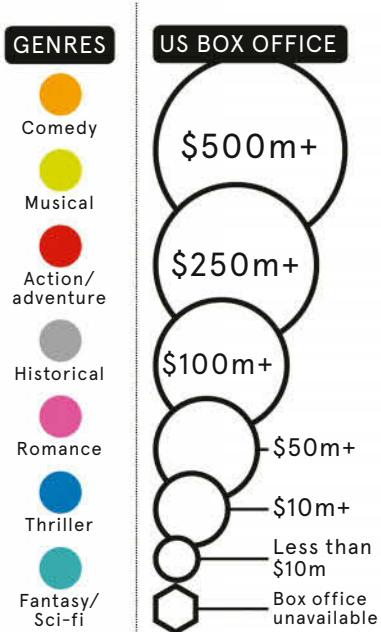
Infographics by - Christian Tate

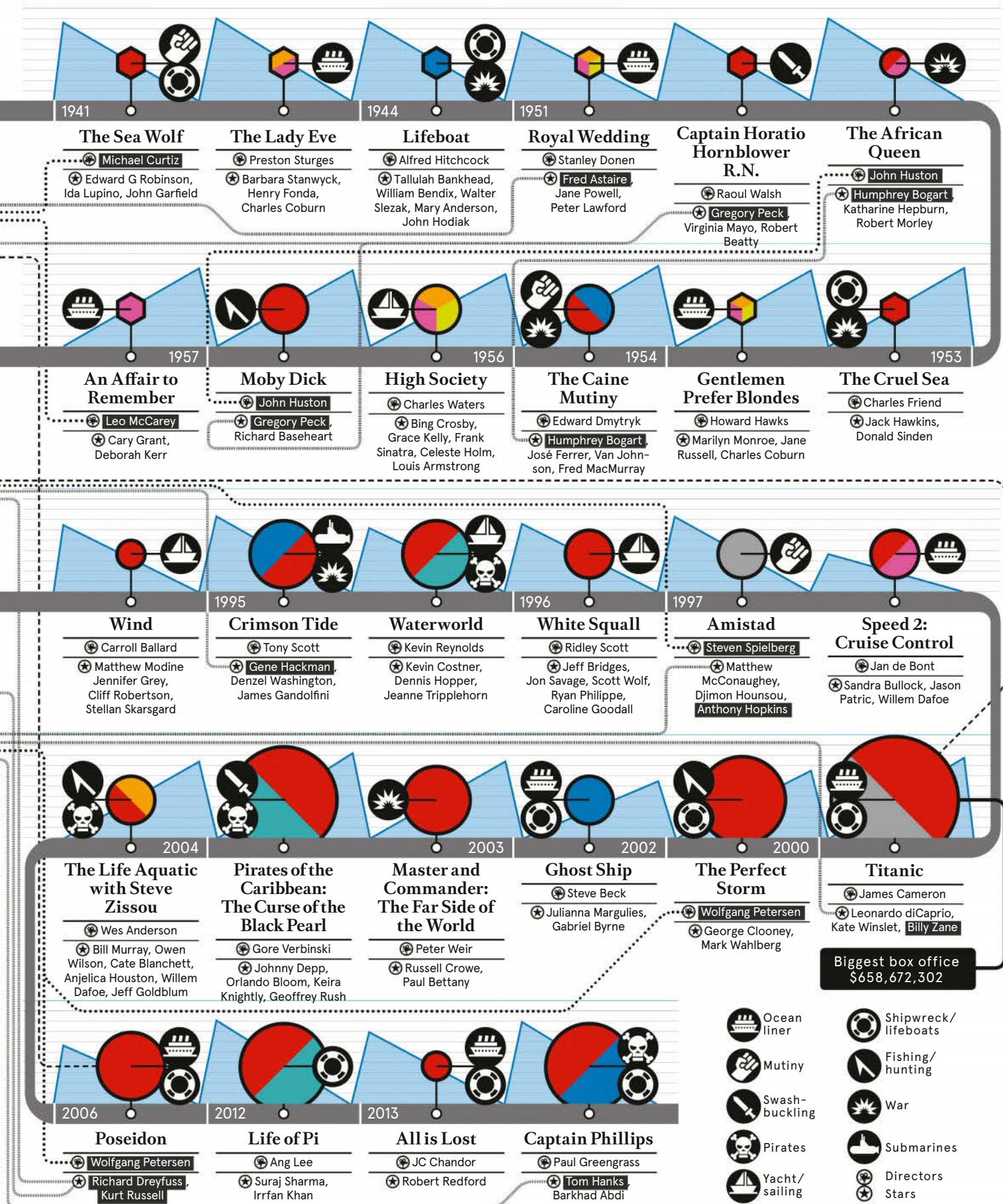


SAILING ON CELLULOID

From stone-cold classics to stone-dead turkeys, and from pirate yarns to disasters at sea, Hollywood has put boats on film since its industry began. Can you find your favourite?

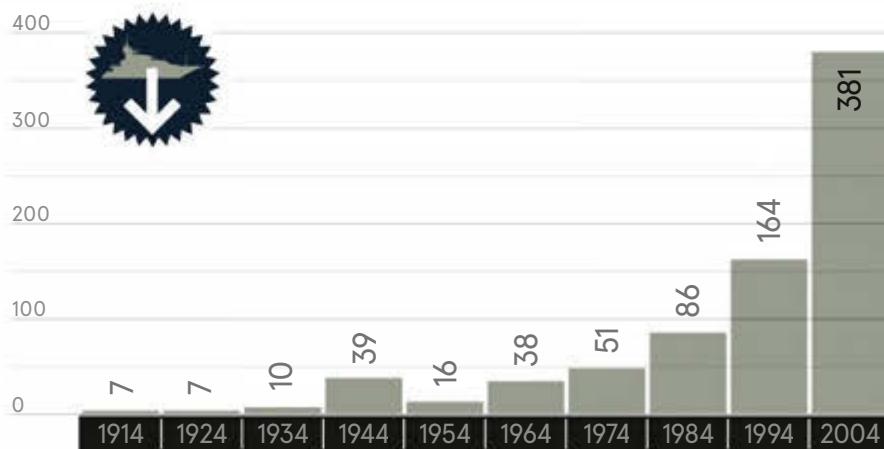
○ Same story ○ Same director ○ Same star



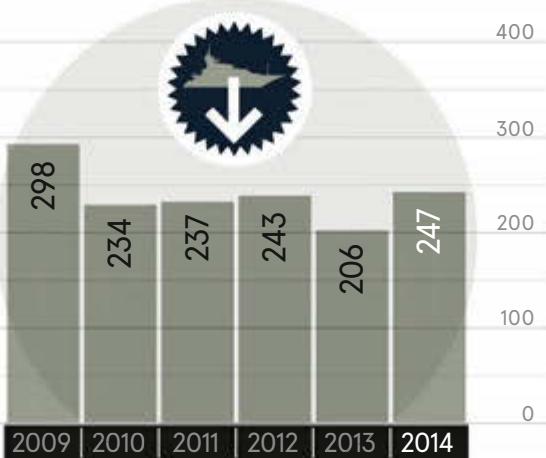


The informer

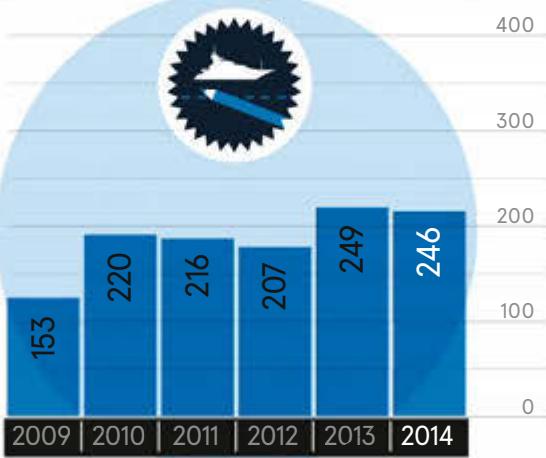
SUPERYACHT DELIVERIES EACH YEAR, 1914–2004



DELIVERIES, 2009–2014



ORDERS, 2009–2014 (including builds started on spec)



NUMBER OF SALES, 2009–2014



*2014 figure likely to be adjusted up when final sales reports issued

Nirvana 88.5m/290.35ft
Robb Report 2013 Best of the Best Winner
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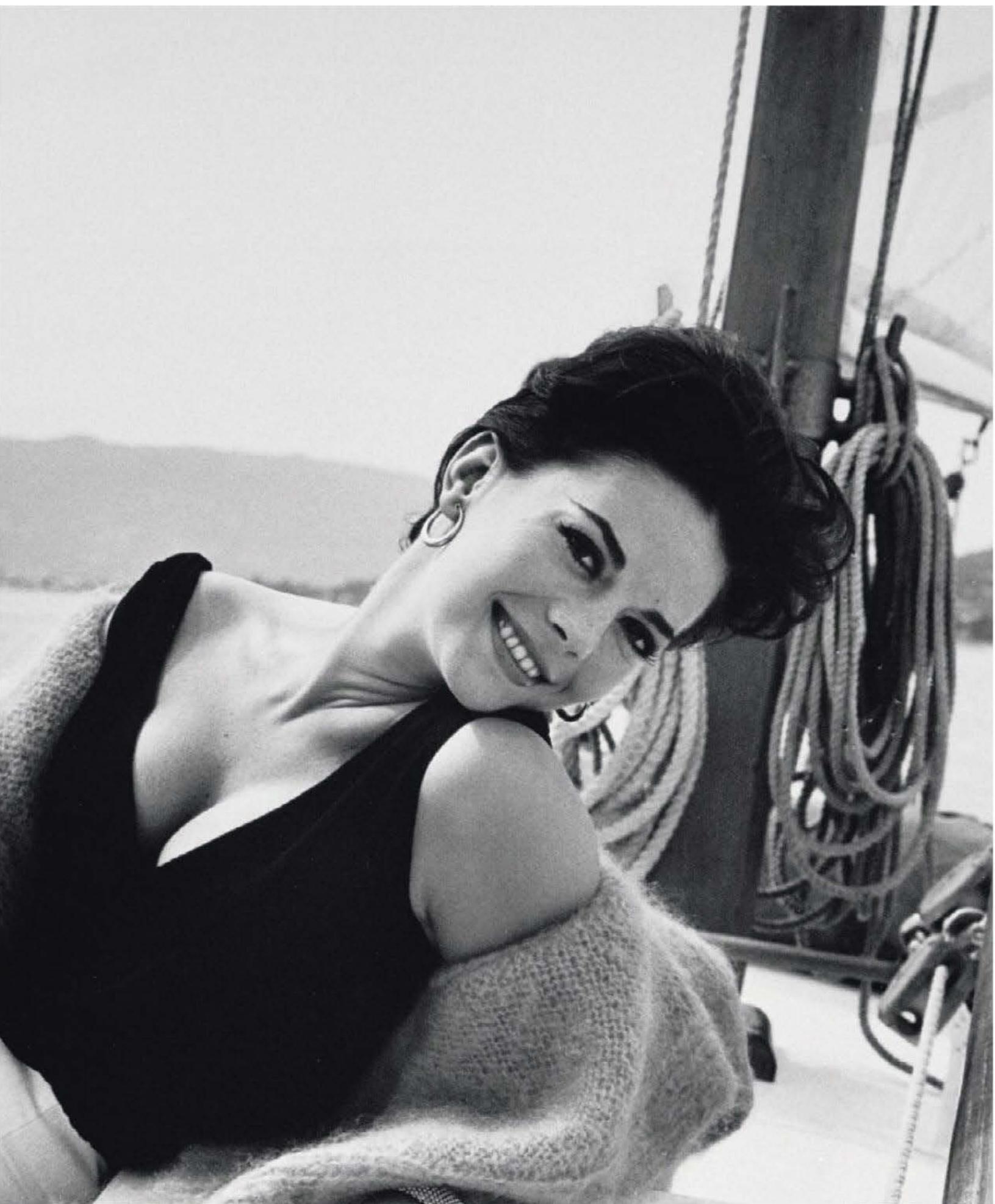
Eye Opener

The reluctant sailor

► The beautiful star of such iconic films as *West Side Story* and *Splendor in the Grass*, 25-year-old Natalie Wood, appears perfectly at home as she lounges aboard a sailboat in 1963. But in truth Wood had mixed feelings about the sea, once admitting to being "afraid of water that is dark". Those fears later became tragically real. In 1981, the 18 metre motor yacht *Splendour*, which she shared with husband Robert Wagner, was the scene of Wood's mysterious death by drowning one drunken night off Catalina Island. Her body, bearing bruises, was found floating a mile from the boat and witnesses on a nearby yacht reported hearing cries for help. More than 30 years on, the exact events of that night remain opaque and the scandal continues to rumble on.

Photographer – Paul Schutzer







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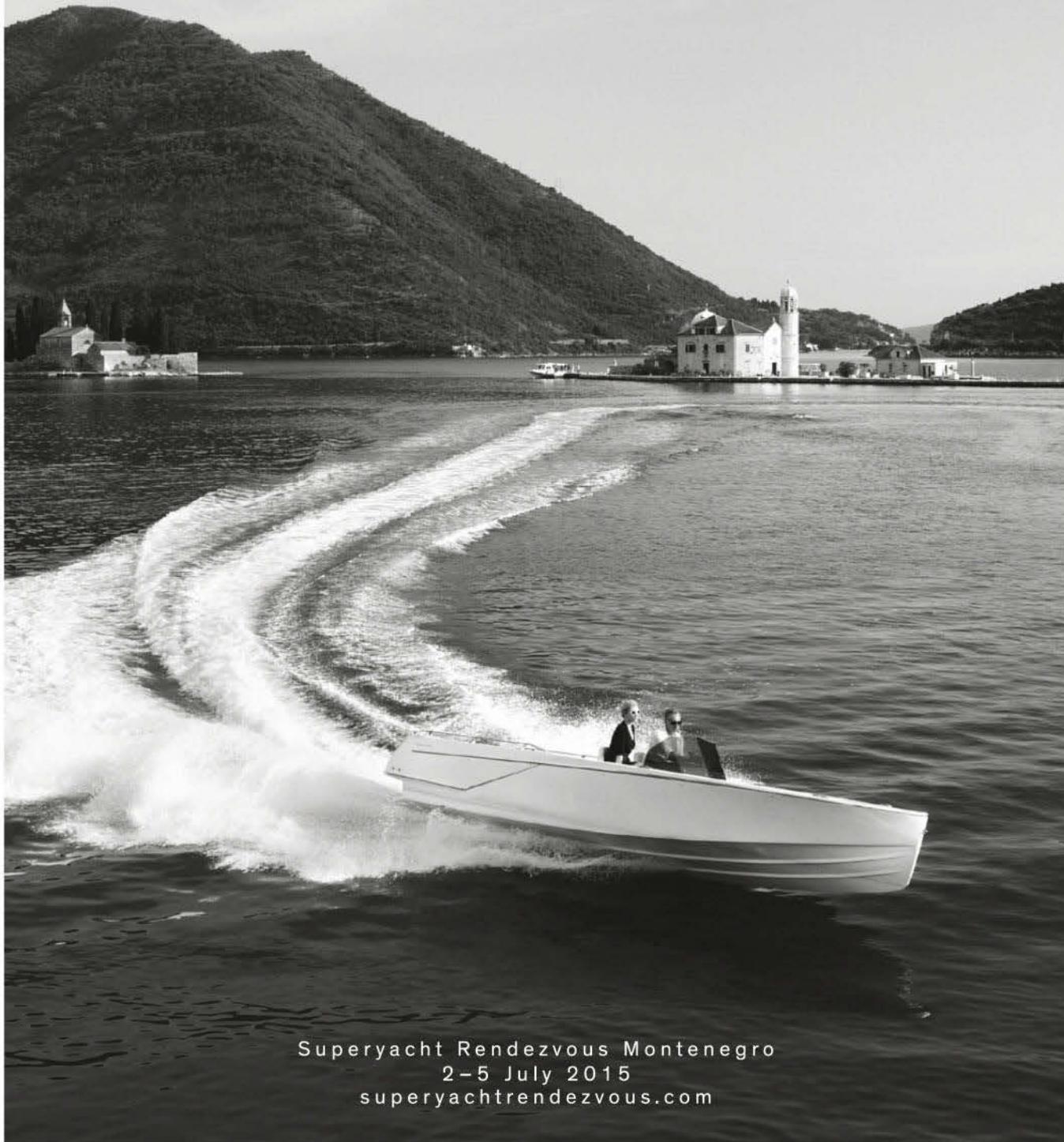
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2–5 July 2015
superyachtrendezvous.com



The spectacular Adastra

MARCH NEWS

Including two new orders for Proteksan Turquoise, a revolutionary water bike, space-age radar tech – and what's hot (or knot)

FISHING FOR COMPLIMENTS

Theo Fennell thinks jewellery should be talismanic and enduring, eminently wearable and above all, individual and fun. "I truly believe that jewellery should be life-enhancing and celebratory, and part of that joy is wearing the piece and the pleasure it gives," he says.

He has certainly fulfilled his own brief with his new Under The Sea collection, which brings to life a magical aquatic world. The white-gold chandelier earrings and necklace, featuring underwater creatures with blue topaz briolette drops and diamonds, shimmer languorously as if caught by a swell.

Also inspired by the ocean is the Sub-Aqua ring. Handcrafted from 18ct white gold and set with pavé diamonds, it boasts beautiful enamelling depicting tropical sea life. The ring showcases a magnificent 55.46ct rectangular cut aquamarine, framed by tiny gold carved fish.

Even the box house of the ring tells a tale: modelled on a 17th century treasure chest and handcrafted from oak, it conceals a secret drawer holding the signed, original drawings for the piece. "I love jewellery that bears close scrutiny and that delights, that has a story and is personal to its owner," Fennell explains. This is a designer who is true to his word. *Joanne Glasbey theofennell.com*



► Scented like a Californian forest and packed with ethically sourced ingredients, M&J London's El Capitan soy candle is a boho-chic gift for world travellers. *El Capitan (large), £35, mj-london.com*

Triple threat

The groundbreaking superyacht Adastra certainly shook things up when she was launched in 2012, and now her designers are backing up the concept with a range of new trimaran designs.

The yachts – 80m, 70m and 32m – were designed "in response to increased interest in both larger and smaller trimarans", according to Orion Shuttleworth from Shuttleworth Design.

The most advanced concepts are the 70m and 32m. Both yachts are designed to slice through the waves with minimal resistance, reducing fuel consumption, improving comfort and enabling faster running in rough conditions.

They're attributes the 42.5m Adastra has spent the last three years proving, after putting 14,000 miles under its keel in sometimes tricky seas.



Like the smaller boat, Shuttleworth's 70m will have serious passage-making potential, with a range of 7,000 miles at 14 knots and a top speed of 25-30 knots depending on engine set-up.

"We used all of what we learnt from the design of Adastra and carried this forward into the new design," Shuttleworth says. "The challenge was to find ways to increase interior volume while maintaining similar overall proportions."

The smaller 32m is designed to run with a single 1,150hp Caterpillar engine, giving it a top speed of 23 knots and a range of 6,000nm at 12 knots. *shuttleworthdesign.com*



TWICE AS NICE

Welcome news from Turkey as Proteksan Turquoise reports a new owner and two new orders.

The two yachts – an 81m by Andrew Winch and a 47m by H2 Yacht Design – have been signed and will be delivered in 32 and 18 months respectively.

The new investor in the Turkish yard, with a controlling stake, is Mohammed Al Barwani, who also owns Dutch yacht builder Oceanco.

"This is excellent news," Proteksan CEO Mehmet Karabeyoglu says. "I have known Mohammed for four years and he has always had an interest in the yard; he came forward after the passing of my late partner."

By adding Proteksan to his portfolio, Barwani can now offer a fuller range – with yachts bigger than 80m built at Oceanco and yachts from 40–80m built at Proteksan. The two orders come off the back of Barwani's investment and more than a year after the launch of *Ileria* (pictured). Karabeyoglu also said there were further orders in the pipeline that he was hoping to announce soon, with the yard able to work on seven or eight projects simultaneously.

The 81m is new, but the 47m hull was in stock, hence the 18-month delivery plan. proteksan-turquoise.com



Proteksan Turquoise's 50.4m *Ileria*, the yard's most recent launch



► Anyone who has ever been aboard a boat will be familiar with the sight of an anemometer (or wind-speed meter), original versions of which were powered by the celebrated "Robinson Cups" invented in the 19th century by astronomer John Robinson.

His wheeze is reduced to tiny size by Swiss watchmaker Breva, in its new model, the Speedmeter.

Breva is a young, niche brand founded by French fashion entrepreneur Vincent Dupontreü, and its watches are all designed to have a connection to the environment – so the Breva Génie 01 is the first mechanical watch to contain an aneroid barometer, and the 02 the first to have an altimeter. The Génie 03 Speedmeter contains a pop-up speedometer, incorporating a set of Robinson Cups.

The mechanism fits flush with the dial when not in use, but activating the push piece causes it to extend 6mm above the dial, enabling the Robinson Cups to spin and drive a needle that indicates speed in km or mph up to a maximum of 200kmh/125mph.

It's a shame there isn't a version calibrated in knots – but for anyone willing to part with €50,000, Breva will no doubt arrange a conversion.

breva-watch.com

Pedal of distinction

What better form of exercise than one combining traditional cardio with the pleasure of traversing the sea? Californian firm Schiller Bikes's limited-edition X1 Founder's Edition water bike neatly blends a twin-hull PVC dinghy with cycle components.

Available in four lightweight steel and aluminium frame sizes, it uses a rotary drive-train

with Gates Carbon Drive belt system and a two-stage, 8:1 gear reduction – so you can glide across the surface without breaking into too much of a sweat.

The steering eschews a rudder for twin oscillating propellers controlled via the handlebars for sharp, safe turns in and out of harbour. It beats spinning class. \$9,450, schillerbikes.com

Spotlight ► New to the market**NEW MASTER: €9.75 MILLION**

► The 44.5m *New Master* was built in steel and aluminium by Baglietto and launched in 2001 as the first build from its La Spezia facility. She has accommodation for 12 guests in six suites, all en suite and is offered for sale by Camper & Nicholsons International.

**RUBECCAN: €11.9 MILLION**

► The 42.6m *Rubeccan* has been listed for sale by Fraser Yachts. Built by CRN to RINA class with exterior styling by Zuccon International, she was delivered in 2009, has had only one owner since delivery and has never been chartered.

**SANOO: €6.95 MILLION**

► KK Superyachts and Merle Wood & Associates are offering the 39.6m *Sanoo* for sale in a joint listing. Built in GRP by CRN, she was delivered in 2005. RINA classed and MCA compliant, she accommodates up to 12 guests in five suites.

**ORION: €10.9 MILLION**

► Built in aluminium by Sanlorenzo to a design by Francesco Paszkowski, the 38.5m *Orion* is ABS classed and MCA compliant, with delivery in 2009. Accommodation is for 10 guests and she is listed by Ocean Independence.

**QUEEN NEFERTITI: €3.5 MILLION**

► Built by Astilleros Celaya to a design by Sparkman & Stephens, the 41.58m *Queen Nefertiti* was delivered in 1986 as a cruising yacht and had a rebuild from 2000 to 2005. She is a proven world cruiser. Bernard Gallay Yacht Brokerage has her listed for sale.



All-time classic

This month:
Gucci's timeless loafer

► From royalty to film stars, yachties to yuppies, it's the shoe that launched a thousand fans. The Gucci loafer has undergone many changes during its 62 years but its distinctive snaffle-bit detail, butter-soft leather and almond-shaped toe remain as elegant as

the day it was launched by Aldo Gucci, son of founder Guccio, in 1953.

For proof of its status as king of men's footwear, visit the Metropolitan Museum of New York, where it remains the only shoe in its permanent collection.

And the same reason that makes this iconic shoe so popular with Japanese businessmen makes it ideal for life at sea – slipping your shoes on and off many times a day is all pleasure, no pain.

Gucci loafers, [mrporter.com](#), [gucci.com](#)

Present tense?

Whether you're walking the red carpet or the boardwalk of St Barths, Jordana Reuben Yechiel can find an award-winning gift



Whether you take yours shaken or stirred, Artel's Arabesque black decanter (£357) and double old-fashioned tumblers (£103) will do you proud. harlequin-london.com

This femme fatale will add fun to a guest bedroom: *Joan Collins, Hollywood 1956*, by Yul Brynner. Archival pigment print, 16x20in, 1/15, £2,400, thelittleblackgallery.com



Get wild this month, with Aquazzura's Wild Thing sandal in Poppy red. £515, aquazzura.com

You don't have to be a film star to sparkle, just ask Jimmy (Choo). Sars acrylic clutch bag, £550, jimmychoo.com

No man-cave or office is complete without a humidor. Mr Linley safari snake print humidor, £4,500, davidlinley.com



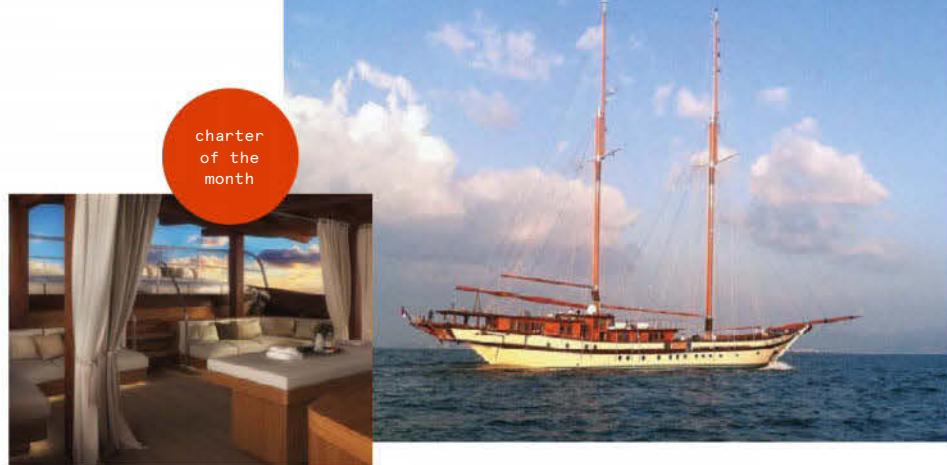
You heard it here first: the Turkish Oye Swimwear brand will be hitting all the most fashionable spots this year. Elsa bathing suit, \$350, oyeswimwear.com



Treat your hostess to a one-off design reworked from vintage dresses, sourced by hot designer Marcelle Metta. One Vintage Designs Karla dress, £1,200 and Ellie Gown, £1,500. onevintagedesigns.com

Take a trip back in time with Taschen's glorious Hollywood retrospective. From £49, taschen.com

Whether playing with family or friends, this old classic never loses its charm. Aspinal of London Monopoly set in red and black. £995, aspinaloflondon.com



charter
of the
month

Escape to the islands

The 65m sailing yacht *Lamima* is available for charter through Camper & Nicholsons in Indonesia. The yacht, launched in November, will cruise Komodo and the Raja Ampat archipelago year-round.

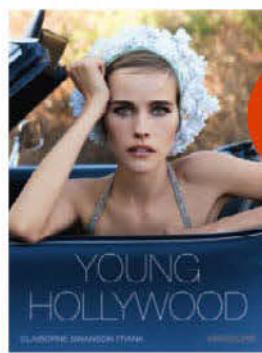
Marcelo Penna designed *Lamima* to combine the aesthetic of an Indonesian two-masted phinisi with ultra-luxury accommodation. She was constructed using

traditional methods in the centuries-old boatbuilding village of Ara, Sulawesi, then moved to Thailand, where the Italhai Marine shipyard finished the décor and rigging. The interior blends warm ironwood, cool bleached oak and muted cream tones, highlighted with Asian details and luxurious fabrics. She sleeps 14 guests in seven en suite cabins – one master, four doubles and two twins – and features expansive exterior decks for lounging and dining.

Facilities include a PADI certified dive centre, while the 20-person crew includes two permanent dive instructors, an expert tour guide, two Balinese masseuses and a yoga instructor. *Lamima* is available from €190,000 per week through Camper & Nicholsons. camperandnicholsons.com

\$330

...million: anticipated cost of the Halo, a residential airship by Andrew Winch Designs.



coffee
table

Oma Thirty

Living in cities has a unique pattern of different house styles. But there may also certain traits are typical, such as the presence of the British bistro, rustic and whimsical, minimalist, original, playful, and unique. One of the common parts of living in the city is the association with coffee houses. These are the places where people go to relax, to work, to socialise, to gossip, without the chance of disturbing or being disturbed. This is why coffee houses are so important in the urban environment. They are the heart of the city and serve as a meeting place for people to come together and share their ideas and experiences. They are also a place where people can relax and recharge after a long day at work. The general idea is to help people with their daily routines. I hope that my passion for coffee houses can inspire others to do the same.



GIRLS ON FILM

► **Claiborne Swanson Frank's *Young Hollywood*** is an introduction to film's bright young things – and a glamour-dipped love letter to classic Hollywood. She styled and photographed 60 of Hollywood's hottest female talents – actresses, writers, directors and producers – in quintessentially LA locales and retro clothes, many by Michael Kors, who wrote the foreword. *Young Hollywood*, \$75, assouline.com

ITALIAN OPERA

THE ITALIAN ART OF USING
CUTTING-EDGE TECHNOLOGY
AND PAYING ATTENTION
TO THE SMALLEST DETAILS
TO CREATE PURE BEAUTY:
THIS IS A FINCANTIERI YACHT.
MUSIC LIKE NO OTHER.
THE MUSIC OF THE FUTURE.



MY "VANITAS"
Tech&Beauty Yacht
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TECHNOLOGY OF BEAUTY



Great locations

As technology gets ever smaller and cleverer, life at sea can only benefit, says *Tim Thomas*, including navigation, charting – and getting yourself from A to B in style

When Steve Jobs delivered his famous keynote speech announcing the original iPhone concept – a multifunction device that made the humble telephone look stone-aged – he unleashed a global industry based on doing cool things with your handset. Now nearly everything you buy comes with an app of some form – so why not take the concept a step further? Furuno has done just that with the snappily named DRS4W 1st

Watch wireless radar system, designed primarily for your tender. Running off a 12V or 24V system, the set comprises a scanner, a box of electronic tricks and an app – yes, this is the world's first wireless radar, viewed and controlled via your iOS device of choice.

Up to two devices (say, your iPhone and the crew's iPad) can be connected at any one time, and with a simple interface the radar is fully featured but a breeze to use. It means you can convert any small tender into a scout vessel, or entertain your guests by predicting what is coming over the horizon. WiFi range is officially 10m, although Furuno says you will be able to connect up to 20m away in most circumstances – perfect for a small boat. It's also a great system if you have a daysailer or similar and want to add radar functionality without the weight and complexity of standard radar. furuno.com

If the 1st Watch radar adds functionality and fun to your tender, the company's WASSP (wide-angle sonar seafloor profiler) system could help you really get deep into uncharted waters.

Developed for the fishing industry – and installed on 60 fishing vessels in the UK alone – the system scans the seabed using a 112° beam, profiling the sea floor and depth at 30cm intervals. It can then integrate this data with standard

charting software,

effectively creating your own ultra-detailed chart. It's perfect when chart data is either too vague or doesn't exist at all. Now Furuno has developed a superyacht-friendly version.

The transducer is mounted in the tender, which can scout ahead, sending the soundings information back to the mothership via a WiFi transmitter with a range of up to two miles. The bridge watch can then get a highly detailed picture of the channel ahead, with the information stored for return visits. No more scary anchorage approaches, or wondering just how much water is on that reef up ahead – and you get the added pleasure of watching other superyachts gasp as you make a seemingly crazy approach to a deserted cove. The system is reportedly already being installed on a 156m superyacht project currently in build.

So you've avoided the oncoming ships and found your way into a deserted anchorage – what next? How about making your tender a true off-roader? New Zealand company Sealegs has become well known over the last decade for its amphibious tenders. The company has so far built more than 900 Sealegs craft, including more than 100 for superyachts. It has now entered the retrofit market and created a "bolt-on" kit that can be applied to third-party superyacht tenders, currently up to 8m in length or 2.5 tonnes in weight and soon up to 10m in length, meaning you are no longer confined to one of Sealegs' existing designs. Each wheel in the system has its own motor, enabling your tender to climb beaches, rocks and steps – and now it's sold as a standard kit to external tender builders or custom designers, it means you can hit the beach in the style of your choosing. sealegs.com

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DON'T MISS...

Phuket toasts the Asia Superyacht Rendezvous

► The Asia Superyacht Rendezvous celebrated its 14th anniversary with an exciting mix of superyachts off Kata Rocks, the luxurious host venue in Phuket.

"The growth in the number of superyachts coming to Asia has been phenomenal, especially over the last three years," says Gordon Fernandes of Asia Pacific Superyachts, who co-organises the Rendezvous with Captain Charles Dwyer. "Our aim is to promote the fun side of yachting, so this event offers owners and crew the chance to bond and share their love of yachts in a relaxed environment."

The fleet for the 2014 Asia Superyacht Rendezvous featured some of the most impressive motor and sailing yachts cruising the world's oceans. The motor yacht fleet featured principal sponsor Feadship's 55m *Samax*, 41m *Moon Sand*, 73m *Titania*, and the iconic 50.9m *Northern Sun*. Beautiful sailing yachts also graced Kata Bay, including 40.2m *Si Datu Bua*, 36m *Yanneke Too*, 38m *Sunshine* and the recently launched 37.5m *Escapade*.

The celebratory scene was set on the first evening aboard *Si Datu Bua*. Owner Patti Seery and her talented crew hosted Rendezvous guests with traditional kerongcong music, extravagant cocktails and delicious Indonesian culinary delights.

Race Day One produced some fascinating racing. Schooner *Sunshine* pushed *Escapade* as they cut through the clear waters of the Andaman. Built for speed and comfort, it was the fast cruising sloop *Escapade* that took line honours, to the delight of her crew.

The second evening's revelry took place around Kata Rocks' elegant poolside bar and restaurant, culminating with the return of the Feadship Challenge boatbuilding contest. As always, the heat rounds were hotly contested, with a range of clever designs made from a kit of balsa wood, polystyrene, fabric and string on display. The crew from *Samax* eventually won after a rematch following a photo finish in the first head-to-head leg.

► Superyacht Design Symposium

Kitzbühel, Austria, 22-24 Feb 2015

Yacht design legends Terence Disdale, Andrew Winch and Tim Heywood will contribute to a broad range of superyacht design-focused topics in Kitzbühel. A fun three days in the Tyrol supported by Gold Sponsor Swarovski includes the presentation of the ShowBoats Design Awards and a thrilling ski programme. Limited tickets remaining.

superyachtdesignsymposium.com

► Loro Piana Caribbean Superyacht Regatta & Rendezvous

Virgin Gorda, BVI, 11-14 March 2015

The last few places are available to enter the regatta and join the fleet to race against yachts such as *Inouï* (33m), *P2* (38m) and *Wisp* (48m). The Notice of Race is available to download. loropianacaribbean-superyacht-regatta.com

► World Superyacht Awards

Amsterdam, 9 May 2015

The winners of the 10th annual World Superyacht Awards will be revealed during a gala evening at Amsterdam's Westergasfabriek. Check the event website to see the 2015 Finalists in the running. Table applications now open. worldsuperyachtawards.com

► Loro Piana Superyacht Regatta

Porto Cervo, Sardinia, 2-6 June 2015

Registration is open for the Loro Piana Superyacht Regatta at the Yacht Club Costa Smeralda in June – renowned for thrilling racing and a first-class programme of social events. Initial line-up includes *WinWin* (33m), and *Clan VIII* (45m). loropianasuperyachtregatta.com

► Superyacht Rendezvous Montenegro

Bay of Kotor, Porto Montenegro, 2-5 July 2015

Register for the most exclusive new event in the superyachting calendar, hosting exceptional social events, cruise in company and cultural activities. *Exuma* (50m), *Elena* (47m) and *Alyssa* (38.75m) are some of the yachts attending. Register online. superyachtrendezvous.com



Sailing yachts opted for a leisurely cruise on Day Two, allowing them to enjoy the picturesque backdrop to the full. Motor yacht guests joined in the Rendezvous Booty – a pirate treasure hunt that saw teams dress up in costumes and search for clues on land and in the sea, using their marine navigation skills to discover the hidden treasure of chocolate coins and sponsor goodies.

A gala dinner took place on the evening of the final day, with a superb dining experience prepared by chef Steve Baker, executive chef at Kata Rocks. The Champagne and wine flowed freely as guests were wowed by violin-playing trio Vietrio against the spectacular backdrop of superyachts in Kata Bay.

The Asia Superyacht Rendezvous returns to Phuket in December 2015, with many owners and captains vowing to come back for a very special 15th anniversary edition. For information visit asia-superyachts-rendezvous.com or email pr-comm@asia-superyacht-rendezvous.com

Riviera Ralph

Inspired by the sporty chic of the Côte d'Azur, Ralph Lauren's Porte de Riviera collection, out this spring, mixes nautical stripes, silver accents and streamlined shapes to perfect effect. From striped navy coasters to cobalt beach towels and Club chairs, the overall impression is one of the casual glamour and barefoot style that the Riviera is famous for, evoking a bygone era when Monte Carlo ruled the waves. He may not have a yacht, but Mr Lauren certainly designs like someone who has an intimate knowledge of them.

Porte de Rivera by Ralph Lauren Home, available from March, ralphlaurenhome.com



► **Michael Johnson: Olympian, 400m world record-holder and one of the greatest sprinters in history – but accessories designer? Absolutely.** Johnson has teamed up with Dom Reilly to create the ultimate sports-chic manbag: light, made from finest quality full grain leather and, crucially for any man stepping from boardroom to beach club, waterproof on the inside and out.

Dom Reilly's Michael Johnson Performance bag, £1,250, domreilly.com



NEW CAT SET TO ROAR

JFA Yachts and Peugeot Design Lab have teamed up to design a 35m power catamaran. The concept, developed "in order to answer new trends on the design market", sports a relentlessly aggressive profile and a vast area of upper deck glazing that JFA calls a "sky dome". The recess between hulls astern fits a 6.5m tender, sheltered for boarding, while the catamaran platform promises wide spaces inside. JFA's Gael Douget tells *Boat International* his company could deliver the catamaran in as little as 24 months after signing an order. jfa-yachts.com



The Italian city of Trieste has been selected as the venue for the judging of the World Superyacht Awards. The independent jury of superyacht owners will gather at the city's chamber of commerce on 27 March to decide the winners of the prestigious Neptune trophies, to be awarded in Amsterdam on 9 May.

Spotlight ► Seriously for Sale



VANGO: \$19.95 MILLION

► Built by Westport to ABS class and MCA compliant, the 50m *Vango* was launched in 2006 as the first in the yard's 164 series, and has a custom Donald Starkey interior. *Vango* is marketed for sale by Northrop & Johnson.



VICTORIA: €10.5 MILLION

► Offered for sale by SuperYachtsMonaco with Merle Wood & Associates, the 43.44m *Victoria* was built by Perini Navi to ABS class and delivered in 2004. Refitted in 2012, her features include a large aft cockpit and a vast flybridge.



NUBERU BLAU: €5.7 MILLION

► Built in aluminium by Alloy Yachts to a design by Dubois Naval Architects, and ABS classed, 40.4m *Nuberu Blau* was delivered in 2000 as the fifth Dubois design to be commissioned by the same owner. She is on the market through Dubois Yachts.



AVVENTURA: \$4.75 MILLION

► Designed by Ted Fontaine, the 33.2m *Aventura* was begun by Danish Yachts in 2005, then completed by Holland Jachtbouw and delivered in 2006. She has four suites for up to 10 guests and is for sale through Fraser Yachts.



MUSE: €4.5 MILLION

► Moran Yacht & Ship is offering the 31.1m *Muse* for sale. She was built in GRP by Cantieri Navali Cerri as a fast sports yacht and was delivered in 2012. Her twin 2,636hp MTU engines, linked to surface drives, power her to speeds up to 38 knots.

Anguilla
It's the Formentera of the Caribbean, according to those in the know. Yachts drop guests off to swim, eat and then shop at the Viceroy before heading back to St Barths for dinner and a dance at Bagatelle.

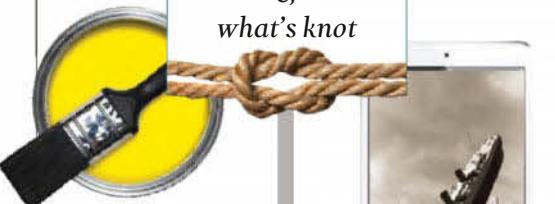


Cuba Libre
Toast the warming of relations between Cuba and the US with this classic zingy cocktail!



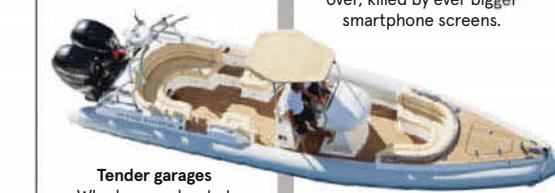
Cats on the prow
Are figureheads making a comeback? Lürssen's *Kismet* has a jaguar on its bowsprit, while Palmer Johnson's 64m flagship is fronted by a similar feline.

What's hot & what's knot



Goyard beach bags
These have had their moment, with the bags absent from the shoulders of fashionistas in the Caribbean – unless you've commissioned the brand to do a custom paint-job.

Tablets
Slowing sales mean the tablet revolution might already be over, killed by ever bigger smartphone screens.



Tender garages
Who keeps a boat at the back anymore? Stick your tenders forward and relax in a spacious beach club instead.

Epaulettes
The buttoned-up crew look is out. This season, swanky dinner parties are served by crew in casual party uniforms.



Bespoke ambitions

Amels has announced that it will start building one-off, fully custom yachts from 80m to 110m, to complement the yard's successful semi-custom Limited Editions range, which runs from 55m to 83m.

The Dutch yard says it is responding to customer feedback – and a shifting market – with this latest move to large, custom yacht building. “What we’ve seen is owners coming back to us and asking for larger yachts and, in particular, full custom yachts,” MD Rob Luijendijk (right) says.

The trend towards larger yachts has caused the Limited Editions range to expand, with Amels' largest yacht yet, the 83m Limited Editions 272 flag ship, in build and due for delivery at the end of 2016. Despite having a full order book, with nine yachts in build, Amels is confident in its capacity and capability to take on new custom projects. “Over the years since introducing the Limited Editions concept, our team has perfected our build process to a very high degree,” says Luijendijk. “So while we are a full yard, we feel ready to grow with this step into full custom.” amels-holland.com

Amels will start building full-custom yachts alongside its Limited Editions, the largest of which is the 272, seen here



56m

The size of a stunning Dyksta-designed ketch to be built at Royal Huisman and delivered in 2017. Our website has details.

Chefs' corner

The winners of the 15th annual Antigua Chefs Competition tell all



Craig Stevens of 62.5m *Icon* took top spot in the Yachts 160ft (49m) and

Over category, dishing up an eclectic Caribbean feast including a “surf and turf” with fresh-caught Antiguan lobster and homemade curry sauce.

► **I started as a yacht chef** six-and-a-half years ago when a friend suggested I might like it. I’m very visual in my approach to cooking, because people eat with their eyes first. The strangest request I’ve ever had from a charter guest was to prepare poisonous puffer fish, because apparently it’s good for the libido. I said no.



In the Yachts 101ft-159ft (31-49m) category, Kdn Lyne of 40m *Sweet Escape* impressed judges by going above and beyond in his pursuit of local ingredients.

► **I had a menu written** that completely changed once I found all the produce at the farms. That’s what inspired me: 95 per cent of the meal was locally sourced. I won this competition in 2009, so I put a lot of pressure on myself. The most challenging guest I had only wanted to eat Italian food, but he didn’t want any olive oil or seasoning; what did he need me for?



The smallest category, Yachts up to 100ft (30m), was claimed by Sibylla Beebe of 27m sailing yacht *Lush* – owned by our columnist Eddie Jordan.



► **I trained** at the Tante Marie Culinary Academy in the UK and worked at a Michelin-starred restaurant before becoming a yacht chef. My cooking philosophy is to let the main ingredient speak for itself, especially fish – you want to be able to taste the fish. My biggest disaster was setting the galley on fire when flambéing the rum for a sauce – and when I told the guests, they thought I was kidding.



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On your mark

In the first of our new Wild Water series, Tim Thomas joins stripped-back racer *Spectre*, the new 18.4 metre PD60, for an exhilarating blast through the fleet at the Voiles de Saint-Tropez

Photography – Kos Pictures

As I drop my kitbag on the port pipecot of the new PD60 *Spectre* before a day of racing at the 2014 Voiles de Saint-Tropez, a plaque on the inside of the companionway catches my eye. It reads: “A wind-torn rag on a rust-eaten pole, it does not look likely to stir a man’s soul. ‘Tis the deeds that were done ‘neath the wind-torn rag, when the pole was a mast and the rag was a flag.”

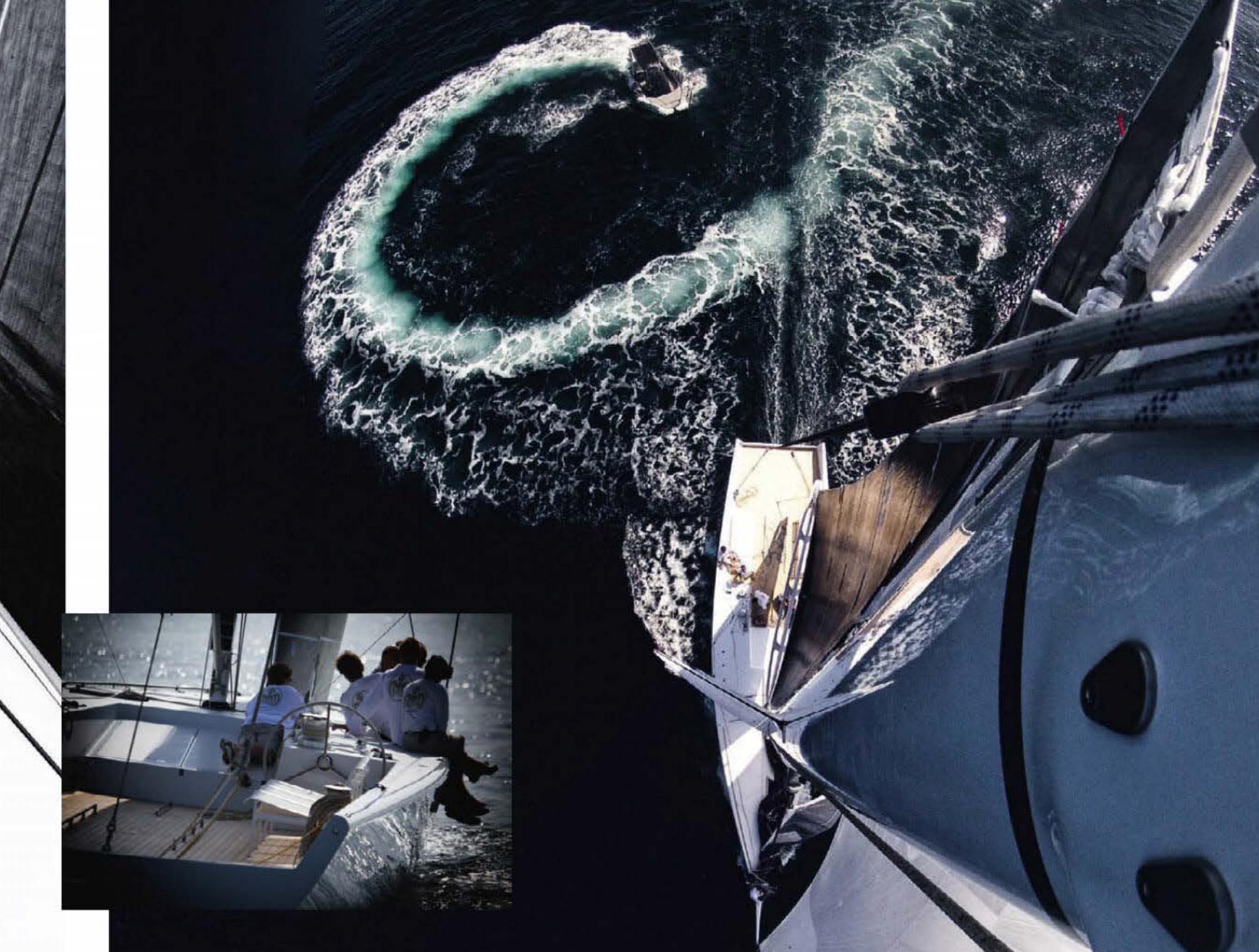
As we leave our mooring in the Baie des Canebiers and motor around the headland, the breeze builds and I wonder whether our flag really will end up a rag. But more than this, I have already found that *Spectre* – with her bite-the-back-of-your-hand good looks, reverse bow and sleek hull – has begun to stir my soul.

If she looks vaguely familiar, it’s because she is an evolution of Jack Setton’s 18 metre daysailer *Ciao Gianni*. The family resemblance is no accident, says *Spectre*’s owner, businessman and venture capitalist Peter Dubens. “I saw the article about *Ciao Gianni* in the pages of *Boat International*,” he explains, “and I thought she was beautiful and simple. I loved the idea of cruising single-handed with the family, but also being able to race with a crew of eight. So that was the concept, as we sail here off Saint-Tropez every summer. I really wanted her to be a daysailer, so in the summer we have sunbeds on the back and children on board; we kept it simple.”

As we wind up for the race, square-topped main and racing blade perfectly set while a thin veil of spray flares over that scything reverse bow, it is hard to picture her in cruising mode. And in racing mode, she really flies. Although the team – just eight, including Dubens on the wheel – is still learning her performance, it is clear she is no slouch. Close-winded, fast and agile, *Spectre* garners jealous stares as she climbs past competing yachts, her 18.4 metre length and super-low profile wowing all who see her. The log climbs through 10 knots as the breeze builds to a Force 5, and she slides through tacks with a minimum of fuss. It is downwind, though, that her evolutionary step from *Ciao Gianni* will become clear.

“After I looked at *Ciao Gianni*,” Dubens says, “I contacted her designer, Mani Frers, to look at redesigning the hull. The





Close-winded, fast and agile, she garners jealous stares as she climbs past competing yachts, her 18.4m length and super-low profile wowing all who see her



Above: a bolt-on bowsprit turns her from a family daysailer to a downwind flyer, ready for battle, but she can still be raced with a crew of just eight (left and right).

With no guardwires or toerail (inset) she feels like a J or an America's Cup yacht on the course





*Her towering rig is
3m higher than that of
Ciao Gianni, on which
she is based*

concept was to repower her, as *Ciao Gianni*'s hull was too narrow for downwind sailing. Mani loved the idea – he was so excited. So in 2012 she was reconfigured. *Spectre* has one metre more beam, half a metre extra on the keel fin, and she's three metres higher, with a Future Fibres/North TPT rig."

As we crack off, the sleigh ride begins. A small concession to potential surfing was made, as for a more classic aesthetic Dubens opted for a slightly pinched-in stern, but her performance is no less superlative. She quickly climbs through the mid-teens, and with the right surf conditions will be a real flyer. Moreover, the sensation of speed as she cuts through the water is incredible. She feels like a Grand Prix racer, a Mini-Maxi with a hint of 1980s-era America's Cup 12 metre, but with more dramatic sensations and only those eight crew to put her through her paces.

That said, the lightweight carbon construction – from master carbon-flyer builder Persico Marine in Italy – has been optimised for light winds and short-handed cruising, as that is how she will be used 99 per cent of the time. Indeed, race warm-up has been a little hampered as Dubens has been using her every day with his family, virtually since taking delivery. It is easy to see the attraction. With no backstay – there are runners, but they only need to be used

when the wind kicks above 17 knots – the aft deck becomes a vast, uncluttered play-space. Twin tables can be dropped in to the cockpit, while the three-seater bench seats either side provide a rather genteel way to enjoy her thrills. The cockpit – designed by Sir Ben Ainslie's shore team manager James Stagg – is simplicity itself, with a single-point mainsheet controlled by a remote and a couple of primaries serving a self-tacker, kite and an optional staysail.

The sensation of speed as Spectre cuts through the water is incredible. She feels like a Grand Prix racer, a Mini-Maxi with a hint of 1980s-era America's Cup 12m

Below, she is pure daysailer, with little concession to comfort or amenity – although a head is hidden in the crossbeam, with a curtain to provide a modicum of modesty. She carries a bank of lithium-ion batteries that feed ample power to the Cariboni hydraulic packs for racing – after four hours

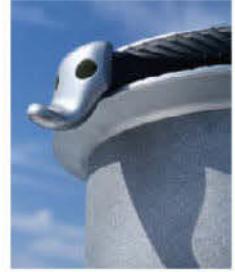
charging around the course, we have only used 50 per cent of their energy capacity – while a small engine allows for motoring on and off the mooring. It is hard to think that the engine will be used for much more than this, except in calms, so thrilling and easy a sailor is she.

Dubens, however, has bigger plans, and is seeking others who want a combination of family daysailer and regatta racer, but who also don't want the hassle of carrying a large crew for either. It is an idea that has already caught the imagination of some owners, and Dubens reports that there are already "three or four more in build". Running as a One Design fleet, the moulds are set but a new owner can specify his builder of choice.

It's a tempting proposition, and our performance on the first day of racing at the Voiles proves she is more than just a pretty face. Olympic 470 medallist Nick Rogers is aboard for the Voiles week, calling the shots while Dubens steers. "The performance is everything we hoped for in the design," Rogers says. "The original brief was for sailing short-handed and in light airs. But today we were beating much bigger boats – and none of them can be sailed with two people." Our day finishes with broad smiles, and thankfully no wind-torn rag for a flag. *Spectre* has still managed to stir my soul, though. ☀



When not racing Spectre is used as a family daysailer by owner Peter Dubens



Below, she is pure daysailer, with little concession to comfort – although a head is hidden in the crossbeam, with a curtain to provide modesty

TEMPTED?

The PD60 project is being organised and marketed through Y.CO: go to y.co/yacht/project-d60 for details and to make further enquiries. The hulls, of course, are set, but you can choose whatever builder you want.



While she is set up for racing, she is equally at home in family cruising mode, and offers a fair turn of speed even in light airs. Her owner hopes to attract others who want a hybrid yacht, so creating a One Design fleet





• **Steiner Commander Global 7x50**

The pair for wannabe admirals. A digital worldwide compass is superimposed on the edge of the viewing image, and a floating neck strap will keep them on the surface. steiner-optics.com, \$3,099.99

Six of the best

Binoculars on board



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Perfection in a pair of waterproof, grippy boat binos. The EL 50s have good low-light performance, 10x magnification and great detail sharpness. And they look great, to boot. swarovskioptik.com, £2,110



• **Zeiss 7x50 GA T* Marine**

Impenetrable name aside, this pair of marine binoculars is robust, stable and simple: perfect at sea. The Zeiss lenses are top notch, and they're easy to operate even with gloved hands. zeiss.com, £1,599



• **Leica Ultravid 12x50 HD**

These should hold up well in a tough marine environment, thanks to their AquaDura coating. Leica quality means the "wow" is left for the image – good in twilight and dusk. leica-camera.com, £1,889



• **Canon 18x50 IS All Weather**

These have remarkable 18x maximum magnification, great sharpness and the rubberised, shock resistant and weatherproof body are great for spying on the next boat. canon.com, £1,579



• **Nikon StabilEyes 14x40 VR**

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THIS MONTH: Kilgour: tailor to the A-list, the best amphibious cars and how Chopard conquered the red carpet



The story behind the picture



Cary Grant, seen here dressed head to toe in Kilgour and probably wishing he was wearing a pair of sunglasses, was what fellow actor David Niven described as a GBS – great big star. The Bristol-born actor was a colossus on the Hollywood stage, remaining one of Tinseltown's most bankable stars for almost 30 years.

One of his most memorable roles was as Nickie Ferrante in 1957's *An Affair to Remember*, which makes our selection of the biggest boating films of all time (see page 24). In it, he meets Terry McKay, played by Deborah Kerr, aboard a transatlantic ocean liner, and the two fall in love, vowing to meet in six months' time atop the Empire State Building. In a case of life imitating art, Grant met two of his five wives on similar vessels: No.2, heiress Barbara Hutton; and No.3, actress Betsy Drake – who herself had a few boat stories to tell, after surviving the *Andrea Doria* disaster in 1956. The liner struck another ship off the coast of Massachusetts, resulting in 52 deaths.

Not long after making *An Affair to Remember*, Grant embarked on his last and arguably most famous project with Alfred Hitchcock, *North by Northwest*. Almost as impressive as this classic is the suit Grant wears throughout, made by the brand which features to the right, Kilgour. Bond made the Savile Row tailor suave, but Grant made it dramatic, even wearing the grey two-piece when diving for his life during the famous scene where he is attacked by a crop-dusting plane.



A glamorous suiter

Teo van den Broeke meets Carlo Brandelli, creative director at Kilgour – worn and loved by the stars

One of the references I had when originally designing Kilgour was Riva, the Italian boat maker," says Carlo Brandelli, creative director of Kilgour. The London-born son of Italian immigrants has leaned on a famously wide sphere of influence since taking over the brand in 2003 (with a four-year interlude when new owners took over), covering film, art and design, but the boating reference comes as a surprise. "Riva was part of my Italian design reference bank way back," he explains. "It was the very pure minimal lines combined with a very luxurious material. That was basically it."

Boats, in fact, have long played a role in Brandelli's life, something he attributes to his Italian roots (which no doubt also inform his aesthetic sensibility); Brandelli spends much of his down

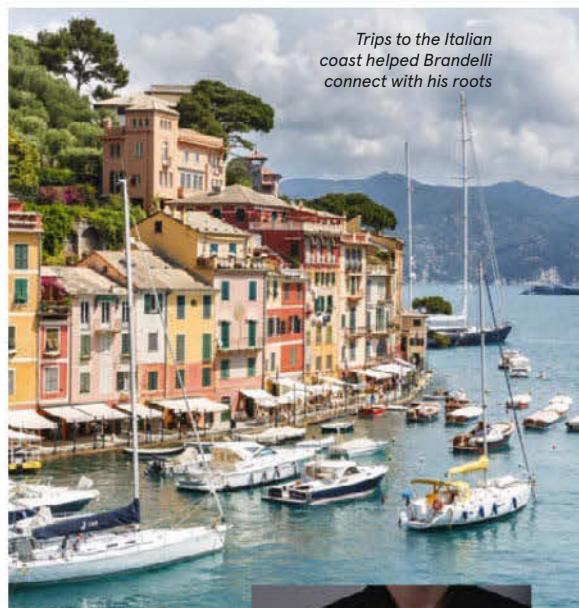
time off the north western Italian coast. "We went to Forte dei Marmi (northern Tuscany) when I was a kid, and Portofino and various places along the Italian coast."

We meet among the rails of his recently redesigned shop at No.8 Savile Row. His trademark semi-shaded Ray-Bans partially conceal his eyes and his perfectly slicked-back hair is as immaculate as his surroundings. He is a perfect extension of the brand he has created. Though the shop, which features a Donald Judd-inspired central console that seems to float above the steel and granite floor, is an impressive paean to Brandelli's manifold influences, it's the clothes that do the talking.

"Riva was part of my Italian design reference bank way back"

Single-breasted one-button suits have narrow lapels with shifted proportions and shapes; blazers are slim cut and unstructured, finished with

*The stars wear Kilgour:
Fred Astaire, Daniel
Craig in Layer Cake
and Cary Grant in
North by Northwest*



concealed slash pockets; overcoats in textured fabrics fit like crafted cardigans.

The look is sleek and streamlined, accentuated by the V-neck shirts, silk scarves and textured T-shirts Brandelli has designed to be worn with his suits, which are cut to both adapt to and make the best of the bodies within them. The palette is limited to navy, grey, black and other muted shades Brandelli deems "correct" for a man's wardrobe. Fabrics are textured and comfortable: jersey mixes, flannels and cashmere dominate.

To the untrained eye Brandelli's approach to menswear may seem somewhat radical, but particularly in its Savile Row context, Brandelli maintains that he has simply taken the natural next step in tailoring, one that many designers on the Row have been too afraid to take. "No one had thought about these shapes before," says Brandelli. "Why are men happy to wear a peak and a notch [lapel]? Why have they been happy to do so for 80 to 90 years? Even the size of the break of the notch hadn't been played around with."

As well as yachts, rather appropriately for *Boat International's* Hollywood issue, Kilgour has a long history of film influences and of dressing film stars.

Established in 1880 as T&F French (the name was changed to Kilgour, French and Stanbury in 1937 and shortened to Kilgour by Brandelli), the Savile Row tailor has long been lauded for its exemplary bespoke suits. Cary Grant wore a slate-grey two-piece in Hitchcock's *North by Northwest* (see column, left) and Fred Astaire and Frank Sinatra were fans. But it wasn't until Brandelli took over that the brand was transformed into a globally recognisable force – partly by relying on stars. Jude Law wore little else in the early noughties, for example, while Daniel Craig wore a one button Kilgour two-piece in Matthew Vaughn's *Layer Cake* in 2004 – Brandelli wanted to make Craig look like James Bond; two years later that's exactly who he was.

These days Brandelli is more interested in dressing names from the worlds of art and architecture, he says. "We like people who are

celebrated. So if they're good at what they do, then we will have them. The ambassadors for the brand now are people like Chris Dercon, director of the Tate Modern, Okwui Enwezor, curator of the Venice Art Biennale and David Adjaye, the architect."

It's when we discuss the ultimate yachting wardrobe, however, that Brandelli comes into his own – it's something to which he has given some thought. "There's a uniform you tend to wear on a boat," he says. "Usually a short-sleeve navy polo shirt. The ones that we do are made from rizzo stitch. It's a very fine stitch. You know how cotton creases? If you use a rizzo stitch it stops it creasing. Not completely, but it takes it down. It's also 100

per cent breathable.

"Then you're going to have some kind of navy short," he continues. "Instead of having a cotton navy short, I like the pieces I've made out of lycra: it's swimming-costume fabric that I've cut to look like regular shorts. You get all the

function of a swimming short, so it dries really quickly and doesn't crease. But it looks like a regular short. Oh, and a pair of plimsolls. That's what I would wear on a boat." ■

Teo van den Broeke is senior style editor at Esquire



Riva's luxurious materials and minimal lines have influenced Brandelli's sleek, streamlined designs





Jettyquette

Our very own SWAG (Superyacht Wife) is here to help you meet the A-list, zone in on the right ZIP code and arrive in style at the Academy Awards
This month: how to crack Hollywood's scene



Location, location, location



You are nobody if you're not living on the right boulevard.

Top tip: buy or rent a house in Bel Air, Beverly Hills or Holmby Hills for ultimate street cred.

Network like hell

In LA, chances are that your neighbours will be bona fide A-listers or at least will know some.

Make sure you drop in at the earliest possible moment to introduce yourself.



Buy your way in

Angelinos worship sports teams with religious zeal, so why muck around?

Buy one and find yourself with a first-class ticket to social supremacy in Beverly Hills and beyond.

In the name of charity

Join a charity committee and pledge your eternal support for the arts: in LA, a commitment to culture is *de rigueur*. Top tip: buy a table at the Women's Cancer Research Fund's An Unforgettable Evening and get yourself on the board of LACMA (LA County Museum of Art).

Oscar action

Buy a table for Jeffrey Katzenberg's The Night Before party at the Academy Awards or campaign for an invite to the *Vanity Fair* party.



Friends in the right places

Maître Ds, hoteliers and restaurateurs are key to cracking the Hollywood code and the right table will get you noticed fast.

Do some major sucking up to Craig at Craig's, Pamela at The Grill, and Dimitri at Sunset Tower.

Weekend in style

Rent a second house for weekends on Carbon Beach in Malibu. Top tip: get on first-name terms with Meir, owner of Nobu, the most popular eatery on the strip. For extra cachet, become a member of the Riviera Country Club or the LA Country Club.



Shop to drop cash

Ideally at the Claire Vivier store for bags, Curve on Robertson for jeans and Oliver Peoples on Sunset for designer shades.

Look the part



It's no good looking good unless the right people have got you there... Turn up at the 6am Barry's Bootcamp class to sweat with the elite and beg for a slot with Saul Choza at Winsor Pilates. Book your highlights with Tracey Cunningham at Mèche, where you will spot more celebrities than at the *Vanity Fair* Oscar party.



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Movers and shakers

Forget Champagne: the great and good can pay their respects to Gable and Davis by celebrating with Gibsons or Dry Martinis, says Jonathan Ray

As the Oscar statuettes were being lined up at the Dolby Theatre in Hollywood in preparation for the 87th Academy Awards, so the superyachts were lining up off Venice Beach ready for the film stars, producers, directors, writers, agents, publicists, managers, lawyers, distributors and others for whom it's the biggest night of the year. They will all be intent on schmoozing and being schmoozed – and many will be carrying a massive thirst.

Of course, there will be Champagne: Dom Pérignon, Roederer Cristal, Armand de Brignac's Ace of Spades (the rappers' favourite fizz, recently bought lock, stock and barrel by Jay-Z) and – if James Bond/Daniel Craig has anything to do with it – Bollinger RD.

But, more importantly, there will be cocktails. And there can be no better way of harking back to Hollywood's golden age than by dusting down the tux and getting busy with the Boston shaker. I can't see Gable, Bacall, Cagney and co necking Ace of Spades. It would have been Martinis, White Ladies and Sazeracs all the way.

The Dry Martini is, of course, the classic. Remember Clark Gable and Constance Bennett in the 1935 film *After Office Hours*? To honour them, rinse a mixing glass with some ice and a couple of drops of dry Martini. Drain the liquid, add more ice and 50ml of gin. Strain into a Martini glass with zest of lemon or a green olive.

Or how about a Gibson? It's similar to the Dry Martini but is served with a pearl cocktail onion as opposed to an olive. It was popularised in the 1950s in *All About Eve* with Bette Davis. "Fasten your seatbelts," she famously says, "it's going to be a bumpy night."

And then there's the Gin and It, as mixed by Vincent Price in *Laura*. The "It" refers to the Italian sweet red vermouth that is mixed half and half with gin and served in a chilled Martini glass. It's powerful stuff. By contrast the Americano (featured in *The Roman Spring of Mrs Stone*) is a refreshing long drink, ideal for sipping on deck. It's 25ml of Campari and 25ml of sweet red vermouth, served in a highball glass with soda and a slice of orange.

After Oscars night, you'll need a pick-me-up the next day. Try the Corpse Reviver as drunk by Robert Young and Constance Cummings in *Remember Last Night*? It seems way too punchy for me, being 30ml Cognac, 20ml sweet vermouth and 20ml Calvados, with orange zest, served in a frosted Martini glass. I'm not sure I wouldn't rather have the hangover.

In truth, there's nothing better than a fine Bloody Mary, as served to Jayne Mansfield by Tom Ewell in *The Girl Can't Help It*. My BM includes adding a dash of dry sherry and some fresh orange juice to the vodka, tomato juice, lemon juice, Tabasco, Worcester sauce and celery salt. The sherry adds a delightful savoury, nutty flavour and the orange and lemon the extra vitamins essential for survival. ■





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Owner of Excellence V

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A DIFFERENT POINT OF VIEW

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The fashion world is heading out to sea this spring/summer and coming back with aquatic inspiration, as Clare Coulson discovers

From the seashells and seaweed that snaked up Valentino's evening gowns to the jaunty anchors that cropped up as motifs in a clutch of collections, fashion embraced marine life this spring.

Not that nautical style is ever out of vogue. At the beginning of the 20th century, Coco Chanel found inspiration in the crisp utilitarian clothes the fisherman of Deauville wore. Their Breton tops and wide-leg trousers were reconfigured for Chanel's elegant clientele and, a century on, the label is still producing super-luxe versions of these enduring classics (as in 1988, right).

But nautical is being interpreted in ever more elaborate and sophisticated ways. This season designers have gone deep into the ocean, trawling for underwater references to create dreamy gowns ornate with marine emblems, stunning sea-life jewels and shimmering aquatic motifs. From the gently surrealist nautical looks at JW Anderson (back-to-front sailor trousers anyone?) to the more

literal sea creatures swimming around Mary Katrantzou's shimmering cocktail dresses, or the wonderfully ravaged "fishing net" dresses that appear in Rodarte's collection, fashion has truly gone into the deep.

This summer, evening dresses will be adorned with ocean creatures too, as fashion goes on an aquatic adventure. At Valentino the theme is applied to exquisite gowns: *eau de nil* chiffon is printed with shells and seahorses, fish and sea urchins; sheer floor-length dresses are embellished with beaded starfish, shells and coral and paired with flat sandals topped with a gold seahorse. The Rodarte sisters take inspiration from childhood trips to Monterey's tide pools: dresses and knits are festooned like fishnets and sprinkled with sequin barnacles and sea anemones. Katrantzou snakes shimmering sequinned fish around her neat cocktail dresses and Julien Macdonald's mermaid-inspired gowns are lush with tropical fish embroideries. Here, we round up the must-have trends for any boating enthusiast with a strong sense of style.



THE REINVENTION

Buttoned-up sailor trousers – updated: at JW Anderson, crisp cotton trousers worn back to front; at Gucci, sailor trews cropped, in myriad versions.

**THE EVENING BRETON**

La Marinière gets an upscale makeover thanks to Oscar de la Renta's sumptuous T-shirt in navy and white stripes with a helmet of fluttering feathers.

**THE PRINT**

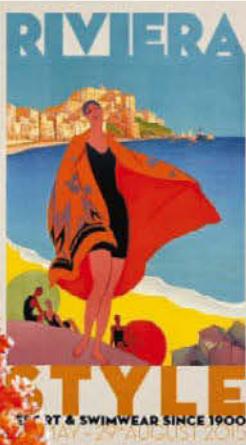
Christopher Kane turns humdrum into seductive: nautical knots as glossy embroideries on cocktail dresses and sheer tulle tops or trims on sunray print skirts and dresses.

**THE COLOUR**

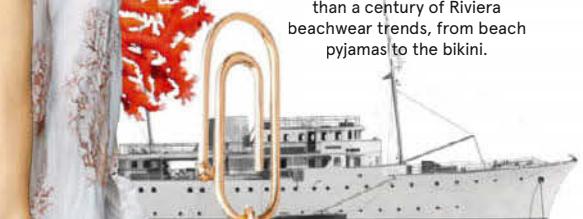
Navy blue is as versatile as it is easy to wear, whether it's a striped cardigan from Chanel, navy leather trim on Prada's oversized shades or the quilting on Louis Vuitton's chain-strapped bag.

**THE BOOK**

Valentino: At The Emperor's Table is a masterclass in entertaining at his homes, including his yacht, *TM Blue One*.

**THE INSPIRATION**

From 22 May to 29 August, London's Fashion and Textile Museum takes a look at more than a century of Riviera beachwear trends, from beach pyjamas to the bikini.

**THE SEASHELL JEWELS**

Aurélie Bidermann's Nautilus pendant has a paperclip gold chain with a shell embellished by sapphires, tsavorites, amethysts and diamonds.

**THE MOTIF**

Spring's fondness for nautical has inspired literal interpretations: anchors on silky Kelly Green Hermès scarves and on JW Anderson's chic men's sweaters. The motif pops up on chambray jackets at Anthony Vaccarello too.

**THE SHORTS**

Orlebar Brown's sleek swimmers and bermudas feature coral and feather star, shoals of fish in inky blue waters or holiday scenes from the Hulton Archive.

**THE BAG**

Charlotte Olympia's limited-edition evening bags are a cultish red-carpet must-have. Her sailing themed collection includes classic novels such as Conrad Aiken's *Blue Voyage*, beautifully hand-stitched into book clutch-bags.

Interiors

Scene stealers

There is a sophisticated, grown-up glamour to this season's art deco-inspired interiors, says Daisy Bridgewater, evoking old-school Hollywood glitz

Cut a rug

This Himalayan hand-knotted rug (JC1359), in smoke grey with gold silk detailing, is designed by Thomas Griem for Jacaranda. It is available in two stock sizes, or made to measure, from £3,290 (200x300cm). jacarandacarpets.com

**Doors to adore**

British design duo Yolanda Knowles and Jonathan Christou update historical design using innovative techniques. The Lulu Cabinet, £4,240, has echoes of the art deco movement in its referencing of East Asian design, but it is brought into the 21st century with printed glass and burnished metal. knowles-christou.co.uk

**Sensual Italian**

Only recently unveiled at London's Chelsea Harbour Design Centre, the Azucena Collection (at GMR Interiors) was a hitherto secret of the Italian design cognoscenti. The entire 150-piece collection is Italian made, down to the last bolt and

references the sleek sensuality of art deco, with a distinctly modern twist. This brass Alzabile floor lamp with black marble base is £1,291.20. gmr-interiors.com

**Lovely to seat you**

This copper-legged, larch wood Shelter chair is a new design from Christian Liaigre, £5,338, and echoes the art deco movement's love of symmetrical curves and modern glamour. Like all of Liaigre's designs, it is an immensely sensual piece, inviting the user's hands to explore the touch of its smooth lines and highly polished wooden veneer. Liaigre's new retail space opens on London's Conduit St in April. christian-liaigre.co.uk

Yachts, heart and soul, since 1980.

Some **masterpieces** are impulse creations,
other ones are the result of experience, of a long history made of attempts, passion,
constant growth and they prove that **dreams** can become true.



Beauty

Queasy does it

Prone to going green on deck? Pay a visit to the experts before you get on board, advises Olivia Falcon

Sickness can floor the most intrepid sailor, so this month's burning beauty question is how to keep yourself from looking green around the gills when nausea takes hold? I advise making a pre-emptive strike – either by turning to ancient methods or by investing in modern science. For the alternative approach, head to the Asante Academy of Chinese Medicine in London's Highgate (asante-academy.com) and Professor Song Xuan Ke (he also has a clinic on Harley St, £250 for a consultation). "Chinese medicine deals with the body's constitution," says Ke. "Constant movement causes an inner-ear imbalance, which causes sickness. The best way to combat this is with warm herbs to tonify the spleen: Chinese yam, tree bark and ginseng, and teas such as ginger and pepper and orange peel." Ke mixes up remedies on site. Pre-travel, he offers acupuncture sessions to balance the meridians and target energy points in the

He coaches patients to locate key trigger points and settle the stomach

body. He also coaches patients to locate key trigger points that work to settle the stomach.

In Knightsbridge, Dr Richard Sibthorpe (£120 for a consultation, thesmartclinics.co.uk) offers a more Western approach. This comes in the form of highly effective antihistamine cyclizine injections or tablets, which have the bonus of making you feel less drowsy than other remedies.

For a pampering approach try Michelle Roques-O'Neil (roquesoneil.com) at Fortnum and Mason's Beauty à la Carte spa. Her Therapy Chi Body Balance, £140, is the antithesis to a zonk-out massage. She uses reviving oils and

concentrates, and long, strong strokes to disperse and move energy through the body and stabilise you from the inside out. You can head out to sea feeling wonderfully calm rather than inwardly wobbly.

Celebrity gurus

BEST HAIR COLOURIST

Josh Wood

When it comes to getting that luxe, un-brassy blonde, Wood has the Midas touch. Elle Macpherson, Jemima Khan and Sam Taylor Johnson are among his admirers. No appointment necessary. POA, joshwoodcolour.com.

BEST FACIALIST

Joanna Czech

Catch her in Texas if you can: Czech basically lives on her clients' private jets. She's known for deep tissue, intensive facial massages that lift and brighten skin. Dallas, by appointment. Price on consultation, joannaczech.com.

BEST FOR BROWS

Anastasia

Anastasia is Hollywood's eyebrow guru. She has celebrity packed salons in Beverly Hills and Brentwood and her own range of brow powders, gels, liners and pencils. anastasiabeverlyhills.com

BEST FOR MAKE-UP

Mary Greenwell

Cate Blanchett and Jessica Chastain rely on Greenwell for the best skin on the red carpet. For us civilians she will update your look and give you the wow factor for that all-important party. From £2,000, premierhairandmakeup.com.

BEST DERMATOLOGIST

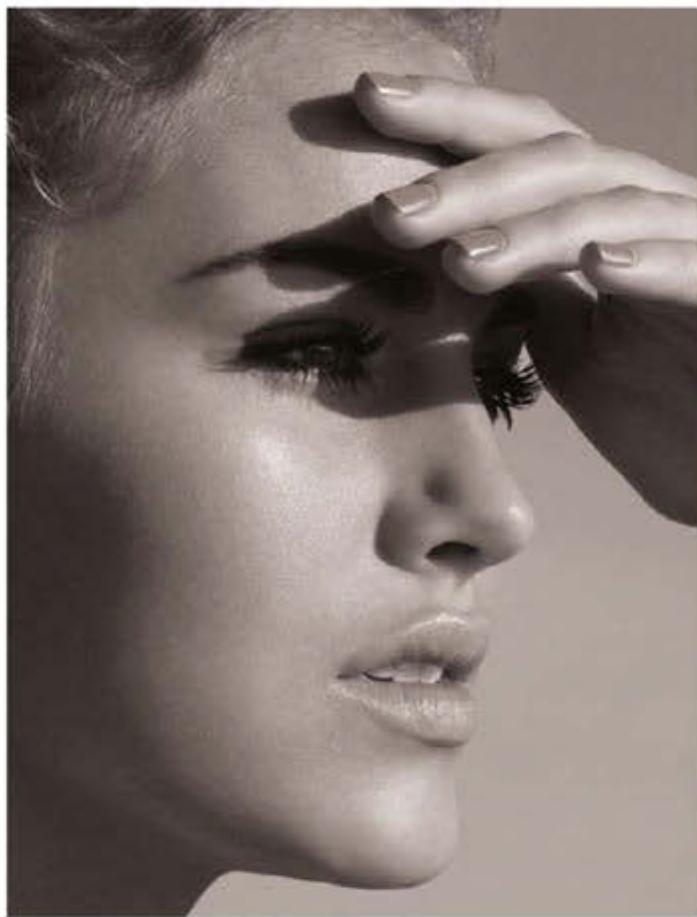
Dr Harold Lancer

Lancer's products contain plant stem-cell extracts to keep skin youthful; Victoria Beckham and Eva Longoria are fans. His body range is at Harrods. Consultation \$250, lancerskincares.com.

BEST MASSAGE

Sarah Dewey

London-based Dewey slips between celebrity homes and stage doors with homemade creams that she works into fraught muscles. There is little she can't sort out with her deep tissue massage. £120ph, sarahdewey.com.



Who's wearing what



The siren
Catherine Deneuve:
Carnal Flower by *Frederic Malle*, £100, liberty.co.uk
Tuberose with a kick.



The seductress
Dita Von Teese:
Quelques Fleurs by *Houbigant*, £94, lessenteurs.com
"Transforms a woman into an enchanting one," says Dita.



The pin-up
George Clooney:
Mediterraneo by *Carthusia*, £60, liberty.co.uk
Sophisticated and universally adored, like the man himself.



The Ingénue
Emma Stone: *Gardenia* by *Chanel*, £TBC from *Selfridges*
Miss Stone loves to spritz this scent on her pillow.

Be the Captain of your yacht with Lizard Marine.



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functions just right through your iPad™!



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with one tap.

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...and much more!

Lizard
MARINE

Ship shape

In full flow

Yoga improves posture, lengthens muscles and soothes your mind, says the team at London's exclusive KX Gym – and it is just the thing for an early morning on deck

An intense, iron-pumping fitness regime may not be to everyone's liking. A flowing workout that focuses on body, mind and breath together can be just as beneficial. Create strength and length in your physique by using these yoga poses that are combined with core and dynamic athletic-flexibility exercises for extra effect. All you need is a yoga mat and the intention...

Exercise-set one

- Start in a standing position, take three deep diaphragmatic breaths and, on the last inhale, raise your arms over your head. Bring your palms together with your chest open. Raise your gaze up to your hands.

- Exhale and bend at the waist, keeping your core strong. Inhale and bring your gaze up and straighten your back. On the next exhale, place your hands on the floor in front of you and jump backwards into a press-up, plank position.

- While holding this position, walk your hands out in front of you to challenge your core. Keep your breathing normal and brace your core muscles. Walk the hands out as far as you can while maintaining your form, then return your hands to the press-up, plank position.

- On your next exhale, lower the press-up, then inhale and move into an upward dog position (chest up, hips down with legs active and strong).

Exercise-set two (flows from above position)

- Come back to the plank position, then exhale and bring your right leg forward, placing it on the outside of your right hand.

Inhale and rotate your left arm and hand straight up to the ceiling. Exhale and return to the plank. Repeat on the opposite side.

- From the final plank position, inhale and roll into a side plank on your right hand and foot (both feet together, whole body straight – imagine being between two sheets of glass). Exhale and raise your hips from the glutes while reaching your top arm overhead.

- Inhale and return to the plank position. Repeat the side plank flow on the left side. Exhale and push backwards into the downward dog inverted-V shape and spend a few breaths in this position; alternately press your heels to the floor to work your calves and hamstrings while remembering to breathe and keep the core braced.

Exercise-set three (from above position)

- Inhale and walk your hands in small steps back towards your feet until you are in a braced forward-bend position.

- Place your right hand on your left shin or foot, exhale and windmill your left arm upwards while bending your left leg slightly and keeping your right leg straight. Inhale and lower your left arm. Repeat with the right arm.

- As you inhale back to your final forward bend, keep the core braced and roll up through your spine, vertebra by vertebra until standing.

- Inhale, raise your arms above your head, palms together, chest held high and gaze to your hands. Exhale and relax back to standing. Finish with three deep breaths.

You can repeat this flow three to five times. To find out about KX, or to talk to one of its experts in health, fitness, beauty or well-being, go to kxlife.co.uk.



**SCALLOPS CARPACCIO,
CUSTARD APPLE WITH PAPAYA
& AVOCADO**

For 4 people

*Preparation time:
15 minutes*

Method

Place 4–5 scallops between two sheets of oven paper and beat the scallops until really flat. Lay the scallops on a plate.

Ingredients

16–20 scallops

Cut the papaya and avocado into small cubes and lay on top of the carpaccio, dress with oil, lime juice, coriander, chilli and almond flakes.

1 custard apple

Slice the apple finely and place 3–4 slices on top of the scallops.

1 papaya

1 avocado

1 tsp chopped fresh chilli

Cut the papaya and avocado into small cubes and lay on top of the carpaccio, dress with oil, lime juice, coriander, chilli and almond flakes.

2 limes

4 tbsp extra virgin olive oil

and lay on top of the carpaccio, dress with oil, lime juice, coriander, chilli and almond flakes.

2 tbsp almond flakes

1 handful coriander

salt and pepper



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the team had a fascinating and
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**FRONT STREET
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(1921)**

JFA

VIDEOWORKS

Jewellery

Chopard stoppers

Over 18 years ago the Swiss jewellery house made Cannes sparkle. As Avril Groom discovers, it didn't take long for Hollywood to catch on

It's not just the frocks that create acres of coverage at Hollywood awards ceremonies like the Oscars and the Golden Globes. The jewellery that accompanies them is equally headline-worthy.

This is something Caroline Scheufele, Chopard's creative director and co-president, realised 18 years ago when she approached the Cannes film festival organisers and offered to redesign their premier award, the Palme d'Or. Chopard was already a successful jewellery company but the red carpet industry was in its infancy and most of the jewellery worn by stars, especially in Hollywood, came from American brands such as Harry Winston, Tiffany and Fred Leighton. At about the same time, designers such as Giorgio Armani and accessory brands such as Jimmy Choo started to make links with stars and their stylists, offering specially tailored pieces to actors before big events.

Scheufele thought that the same could happen in Cannes and sure enough Chopard quickly became the top jeweller of the festival, in demand by actresses from around the world. Word spread fast. Now, as Scheufele says, "The big Hollywood names increasingly come to Cannes where they discover our jewellery and this evolves organically for appearances back home so we set up a similar operation in Hollywood."

These days Chopard has perhaps the highest profile of any European jeweller in Hollywood. At the recent Golden Globes, Julianne Moore, Dame Helen Mirren, Lupita Nyong'o and Livia Firth all sparkled in striking Chopard jewels.

Despite the Hollywood success, Scheufele's heart still lies in Cannes, with



Openwork bracelet with blue sapphires, paved with diamonds.

Below: earrings from the Red Carpet Collection, worn by Cate Blanchett

Above: necklace with diamond flowers and Burmese sapphires. Right: earrings with cabochon marquise-shaped sapphires paved with diamonds

its glamorous backdrop of the azure Mediterranean and a harbour packed with superyachts during the festival. "There is a difference between the jewellery chosen in Hollywood and Cannes," she says. "The Hollywood events are one-offs, so people have one chance under the eye of the critics, whereas Cannes lasts 12 days and there are many events. Hollywood is more classic, with a concentration on diamonds with small clusters and necklaces, though no one wears suites any more. They often choose one bold piece."

In Cannes, however, she finds "people are more adventurous, keener to show their personality, and go for long chandelier earrings and big cuffs, often very colourful. I sometimes think it's because of the relaxed Côte d'Azur *ambiance*". As such, she finds herself invited to glamorous parties aboard yachts and has a stockpile of suitable jewellery. "I love our Happy Sport watch, with free-floating diamonds and jewelled fish," she says. "It has a rubber strap and it's a diving watch so I swim wearing it. I also love pale coloured stones in watery shades that we mix - aquamarine with amethyst, for example, as earrings - and then, for yacht cocktail parties, there's nothing better than a bold ring with diamonds and a stunning coloured gem."

In addition, the ever-expanding Animal World range of one-off pieces includes a surprising number of sea creatures. "They are unique designs that never get repeated," she says, "but fish are a theme I return to in new ways. They are such positive symbols in many cultures and we are launching an important new fish necklace at Basel this year." Now you know what to look out for at this year's Cannes film festival in May.

Necklace and ring worn by Jennifer Lawrence for the 2013 Oscars



CHOPARD WINNERS



2004
Charlize Theron
Best Actress
Monster



2007
Helen Mirren
Best Actress
The Queen



2008
Marion Cotillard
Best Actress
La Vie en Rose



2009
Kate Winslet
Best Actress
The Reader

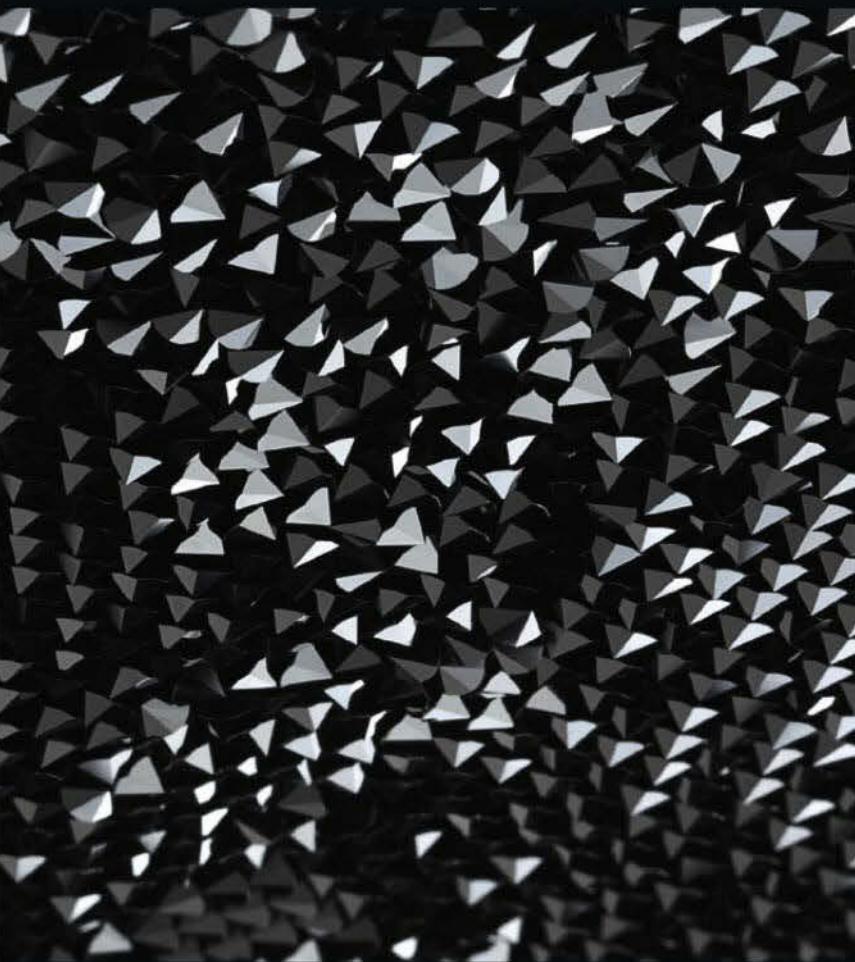


2013
Jennifer Lawrence
Best Actress
Silver Linings Playbook



2014
Cate Blanchett
Best Actress
Blue Jasmine

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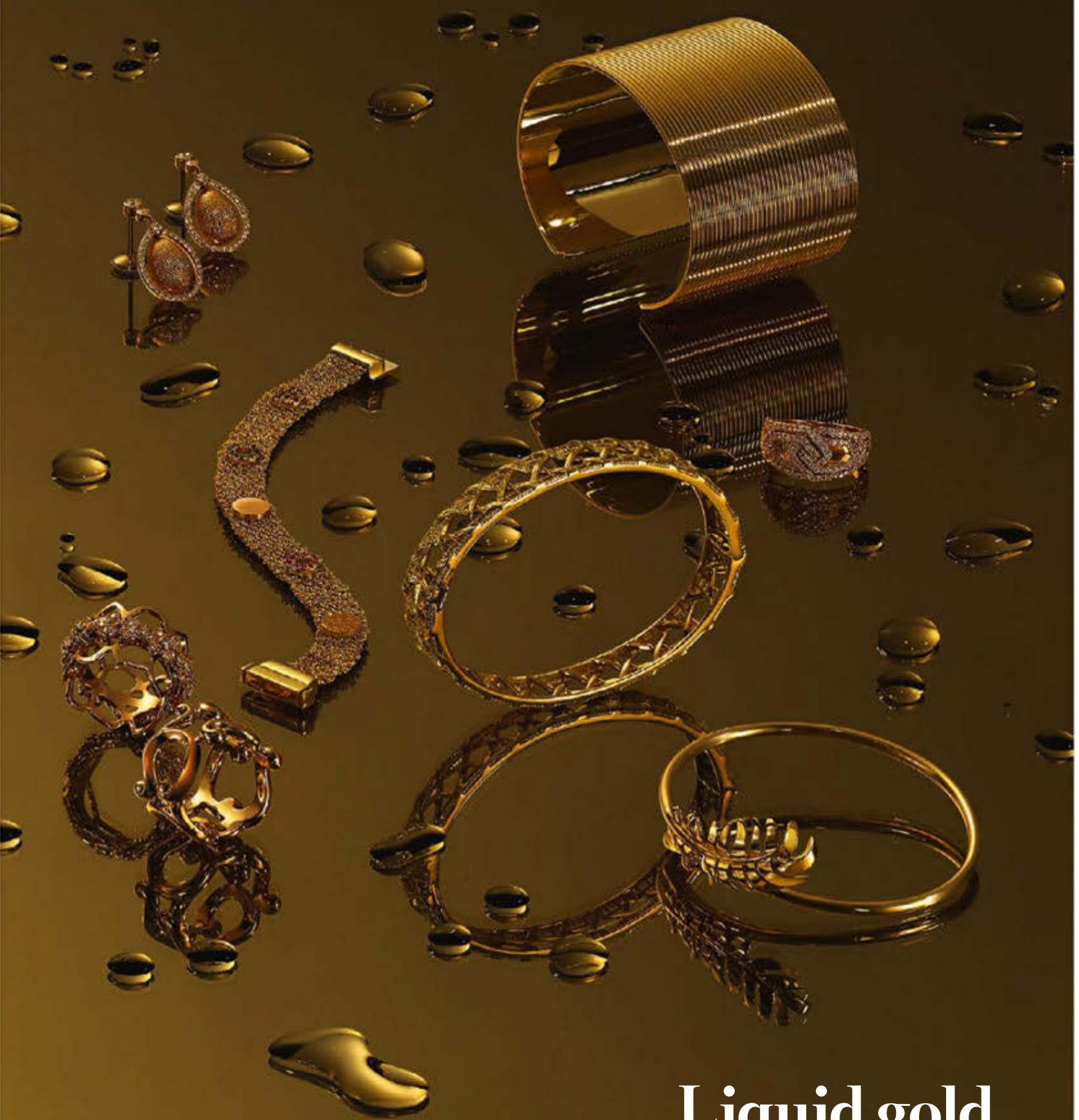
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SWAROVSKI.COM/PROFESSIONAL



Photographer – Todd Sutherland

All gold 18 karats. This page, top row, l-r: Georg Jensen rose gold and diamond bangle, £6,850, georgjensen.com. Cartier gold bracelet, £4,850, cartier.co.uk. Middle row, l-r: Chopard rose gold and diamond earrings, £8,630, +44 20 7409 3140. Wempe rose gold ring, £1,295, +44 20 7493 2299. Bottom row, l-r: Boucheron yellow gold and diamond bangle, £36,500, +44 20 7514 9170. William & Son rose gold and diamond bracelet, £14,000, williamandson.com. Dior Joaillerie yellow gold and diamond ring, £4,800, +44 207 172 0172. Opposite page, top row, l-r: Fabergé rose gold diamond earrings, £13,770, faberge.com. Theo Fennell yellow gold cuff, £9,950, +44 207 591 5000. Middle row, l-r: Carolina Bucci gold woven bracelet, £5,365, +44 207 838 9977. Dior Joaillerie yellow gold bracelet, £6,200. William & Son rose gold and diamond ring, £4,620. Bottom row, l-r: Chaumet pink gold and diamond ring, £5,430, +44 207 495 6303. Fabergé rose gold ring, £2,220. Chanel yellow gold bracelet, £4,100, +44 207 493 1224



Liquid gold

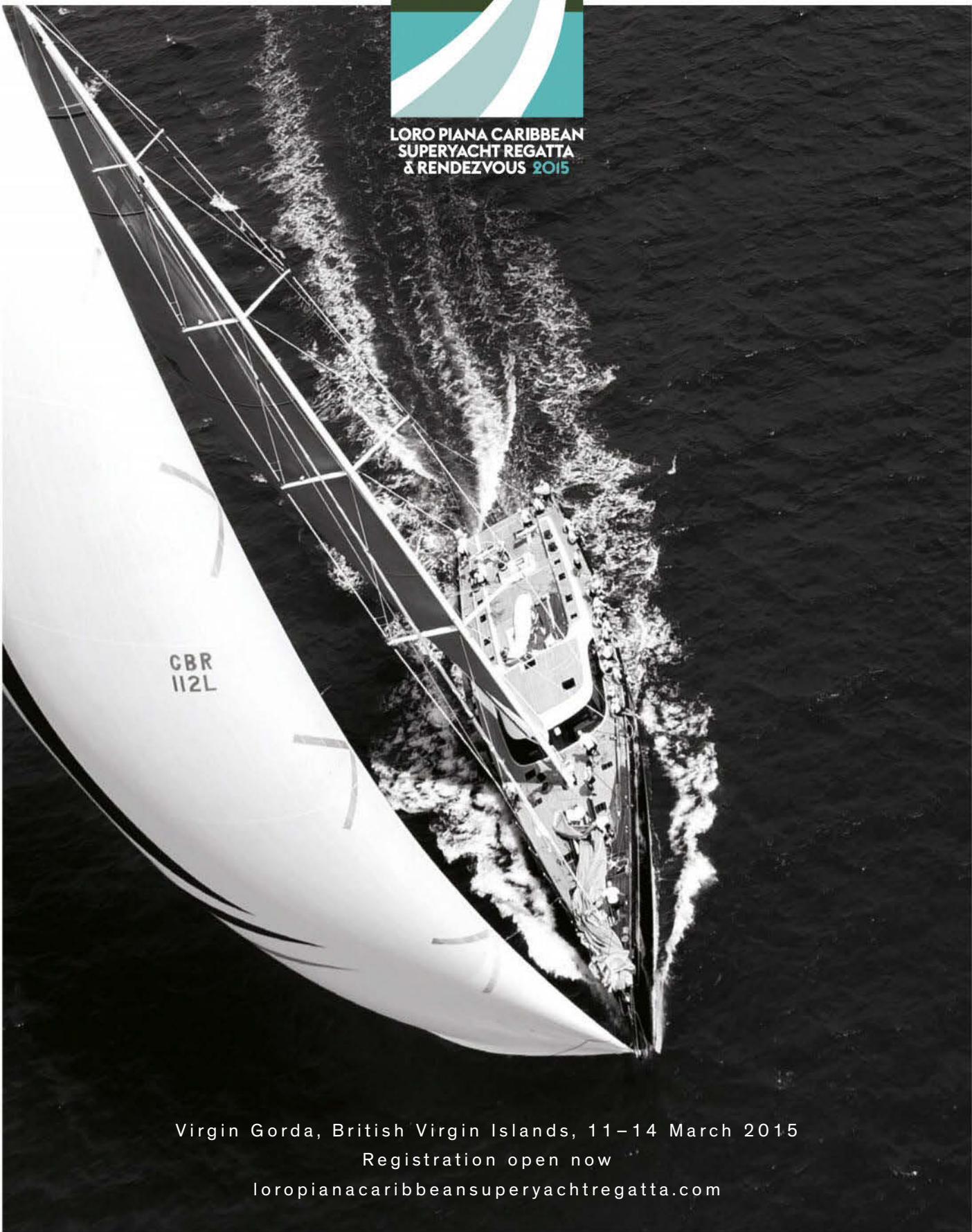
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And the nominations are...

Awards season offers the perfect excuse to add a bit of pizzazz to your wardrobe. *Robert Johnston* shows you how



Men's style

It is tempting to see the history of menswear over the past 50 years as an uninterrupted decline into casual, as the immaculately suited idols of the silver screen have been replaced by scruffs in jeans and T-shirts. The truth, though, is not nearly so clear-cut. While dress codes have undoubtedly become more relaxed, it's still the case that when men do have a chance to dress up – on the red carpet, for example – they seize the opportunity to show how dandy they can be.

One of the slickest tuxes on offer right now – true Hollywood glamour but in a contemporary way – is Kris van Assche's pin-sharp creation at Dior Homme.

Of course, no man has ever looked as good in black tie as James Bond. The secret agent's relationship with the venerable British outfitter Turnbull & Asser dates back to 1962 and the first Bond film, *Dr. No*. Today, T&A's take on the cocktail cuff designed for Daniel Craig in *Casino Royale* is still the smartest shirt to wear with a tux.

For a more relaxed vibe, tip your stylistic cap at the great impresarios of old Hollywood, with the obligatory fedora from Bates, like T&A, also of London's Jermyn Street. You can channel the spirit of James Dean in the perfect pair of retro Ray-Bans to ensure the fans don't bother you. And to express your inner Brat-Pack rebel, try a Saint Laurent snakeskin blazer à la a young Nic Cage.

And for those screenwriters out there, keep your treatment, your laptop and this week's *The Hollywood Reporter* in a Burberry writer bag, inspired by the work of novelist and travel writer Bruce Chatwin.

Robert Johnston is style director of GQ

Best supporting roles



CHANEL EAU DE COLOGNE

► One of Les Exclusifs de Chanel: the gold standard when it comes to fragrances. Discreet, delicious and – as the name suggests – pleasingly exclusive. £210 for 200ml, chanel.com



LAB SERIES BB TINTED MOISTURISER

► This corrects and protects thanks to ingredients that will make your skin appear smoother and brighter, plus SPF35 to protect skin from damage. £36 for 50ml, labseries.co.uk



MENAJI CAMO CAMOUFLAGE STICK

► On the big night this nifty little stick will help disguise the effects of blemishes, dark eyes and high living – and it was originally developed for actors. £11.50 for 7g, menaji.com



ANTHONY PRE-SHAVE OIL

► For the smoothest shave of your life apply this lightweight blend of essential oils such as eucalyptus, peppermint and rosemary to reduce drag and prevent razor burn. £24 for 60ml, spacenk.com



KIEHL'S CREME WITH SILK GROOM

► Just apply and leave in after washing your hair and this will keep it looking slick and under control without being stiff or sticky. £28.50 for 250ml, kiehls.co.uk



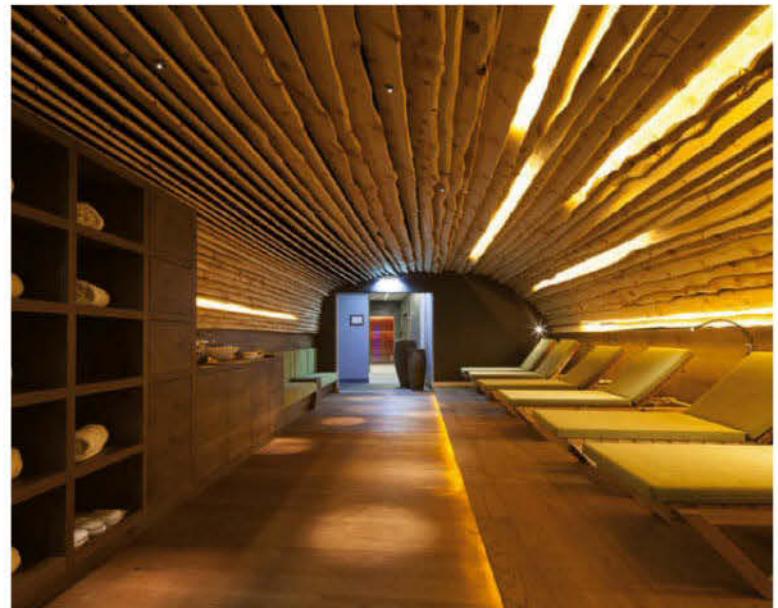
In the know

WANT LES ESSENTIELS DE LA VIE

Since founding WANT Les Essentiels de la Vie in Montreal in 2006, Dexter and Byron Peart have become two of the most recognisable faces in fashion – although it is hard to tell the twins apart.

Old-fashioned Canadian charm and a commitment to quality has meant that their men's leather accessories label has become a favourite among the cognoscenti. With its streamlined weekend bags and cool sleeves for your smart technology, the label harks back to a more elegant age when travel was a luxury not a chore.

The pieces themselves are inspired by modernist furniture designers such as Arne Jacobsen and by architecture. There has also been a series of expertly conceived collaborations with the likes of Opening Ceremony, New York's coolest boutique, and the British luxury swimwear label Orlebar Brown. wantessentials.com



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Gadgets



Shooting stars

Hugo Rifkind may want to create a movie masterpiece – but today's hi-tech cameras make it a really tough scene

► The Panasonic HC-X1000 is the sort of camera you get if you could easily afford a film crew – and one perhaps directed by James Cameron of *Titanic* – but fancy doing it yourself. For the world of filming stuff has changed, somewhat, over the last couple of decades.

Time was, having a camera was a big deal. Got a shoebox on your shoulder, with a black-painted loo-roll coming out the front and a VHS tape superglued to the side? Well, hello there, Martin Scorsese. These days, though, any old chump with a smartphone can make a film. And, indeed, they do. Endlessly.

Yet, while there's a whiff of "man with an iBook in a coffee shop, who thinks he's thereby halfway to writing a screenplay" going on here, that only lasts until you use the HC-X1000. To be serious, this is serious kit. It's what you might call "prosumer" – for the consumer pro; ie, James Cameron won't sniff at it. It has a 4K 8-MP 1/2.3-inch BSI sensor and offers 60p at UHD. Yes! And, while I haven't a clue what that means, those who do will whistle approvingly through their teeth. Find a film buff and try them.

They also tell me, these people, that this is a camera best suited for people to shoot something close to the finished product, rather than fiddle around in post-production. More excitingly, it sits on your shoulder like a bazooka, and weighs just 1.5kg. There are so many buttons and levers that it took me a whole hour of playing to even find the viewing screen, which slides out of the top. It takes two SD cards, which work in some magical fashion, so you never need miss a moment. The zoom (20x) is astonishing.

Film something with this and nobody will mistake it for something you shot, half-arsed, on your iPhone. Even for a novice like me, the end product has a depth and a feeling of professionalism. Indeed, my only real complaint is that every time you ask it to do almost anything, it lets out a shrill, admonishing beep, like R2-D2 might if you trod on his foot. Tote this around, all the same, and geeks and civilians alike are pretty impressed. Or, at least, they certainly were at my three-year-old's birthday party. *Panasonic HC-X1000, £2,449.99, panasonic.net.*

Hugo Rifkind is a columnist for The Times.



ONBOARD ENTERTAINMENT

MARANTZ SR7009 AV RECEIVER

This powerful amplifier goes all the way up to 11: its audio processing circuitry is capable of handling 11.2 channels (that's 11 speakers plus two sub-woofers) to support the very latest cinema sound technology, including the 3D

audio format of the near future, Dolby Atmos. As well as self-calibrating to fine-tune its levels to complement your room's exact dimensions, its built-in WiFi, Bluetooth and network streaming functionality afford it "instant disco" credentials.

£1,400, marantz.co.uk



KALEIDESCAPE 3U SERVER

Minimising the faff of taking your entire anthology of HBO box-sets with you to sea, this comparatively compact device can hold up to 7,200 films in DVD quality, or 1,300 in Blu-ray resolution, using a simple cartridge-based storage system,

and serves up to 50 "zones" on board at any one time. Its menu system allows you to browse films and music by myriad criteria, from genres to your favourite line or lyric.

From \$24,195, kaleidescape.com



"This peerless universal player should appeal to film purists with its top-spec video processing and playback"



MCINTOSH MVP891 BLU-RAY PLAYER

Bearing the iconic New York state manufacturer's signature blue and green backlighting, this peerless universal player should appeal to film purists with its top-spec Anchor Bay Technologies video processing and Blu-ray, 3D Blu-ray and DVD playback. For music lovers, there's also CD, DVD-Audio and SACD support, not to mention a front-mounted USB socket for playing various digital audio file types via a memory stick.

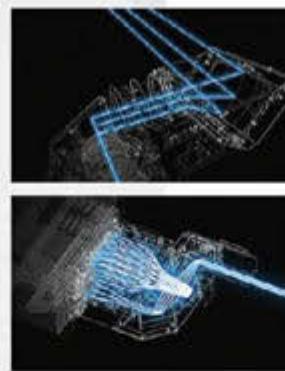
\$8,000, mcintoshlabs.com

CINEMAS ON SEA



SONY 4K ULTRA SHORT THROW PROJECTOR

Sony's high-end projector can use any flat surface, and is fully integrated



Perfect for a saloon or suite, this laser projector is able to turn any vertical surface into a 3.7m 4K movie theatre. A fully integrated screening room concealed in a vented aluminium, wood and steel cabinet, it sits just 18cm from the wall and also houses a passive 80W two-way speaker system and sufficient internal shelf space for all your other multimedia boxes.

\$50,000, sony.net

SIM2 GRAND CINEMA SUPERLUMIS

A breathtaking projector from the fêted electronics gurus at Italy's SIM2, the Superlumis can throw a pixel-perfect 7.6m screen with consummate ease. Its three-chip Digital Light Processing technology is capable of astonishing colour reproduction while the 5,000 lumens lamp and Triple Flash system ensure that even when watching high-concept blockbusters via active 3D glasses, there's no noticeable loss in sharpness.

£38,000, sim2.com



MERIDIAN 810 REFERENCE VIDEO SYSTEM

Able to upscale any video to a resolution that's more than five times the quality of full HD – and on a screen of up to 7m – this is a multiplex-standard projector for the high seas. Its 4,000 lumens xenon lamp satisfies the Hollywood reference level of 16 foot-lamberts, while its contrast ratio of 10,000:1 means that even with the most challenging light and dark detail, image quality is never compromised.

£100,000, meridian-audio.com



Whatever floats your car

Amphibious vehicles are not just the preserve of James Bond, reports Simon de Burton

One of James Bond's stickier moments in the 1977 film *The Spy Who Loved Me* occurred when Roger Moore's 007 was forced to drive his white Lotus Esprit off the end of a Sardinian pier, to outrun the nuclear submarine-thief Karl Stromberg's henchmen – among them the fearsome, metal-toothed Jaws.

Bond fans needn't have worried, of course, because Q Branch had thought of just such a problem and fitted the Lotus with a streamlined underside, a bank of propellers and retractable wheels and fins.

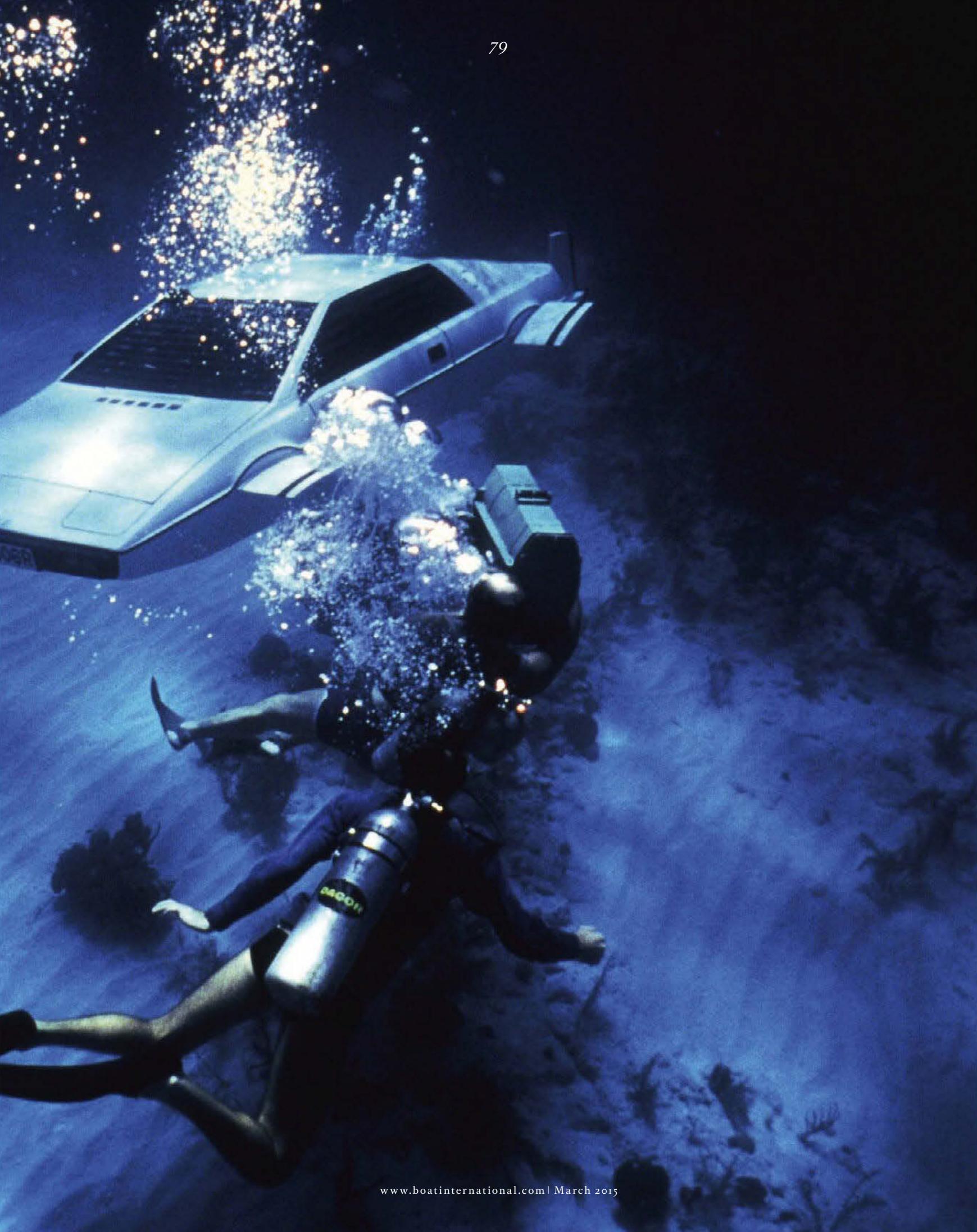
It all seemed rather implausible but the car really had been converted to operate under water, not by Q, but by a specialist American firm called Perry Oceanographic, which was rumoured to have charged \$100,000 for its services (and that was in 1977, remember).

Despite its starring role in the film, the Lotus ended up in a New York lock-up for 10 years, before being sold in a blind auction when the storage lease ran out. The couple who bought it then sent it to a considerably more high-profile sale staged by specialist classic-car auctioneer RM, which sold it on their behalf for £550,000 in 2013.

But while submarine cars are largely the stuff of fiction, amphibious ones certainly are not. The first truly successful example was the German-built Schwimmwagen, designed by Porsche in 1942 and based on the Kübelwagen. Ford attempted something similar with a water-worthy version of the GPA (or Jeep), which was rather worryingly known as the Seep (for Sea Jeep).

Perhaps the best known of the early amphibious cars designed for civilian use was the aesthetically challenged Amphicar of the 1960s. It was loosely based on Triumph





Herald components. More than 3,700 were built but the combination of water and mild steel turned most of them into rust buckets and relatively few survive.

More successful was the German-built Amphi-Ranger of the 1980s. This looked similar to a Mercedes-Benz G-Wagen and featured rust-resisting stainless steel and aluminium bodywork, with four-wheel drive for those tricky beach landings. Although highly competent and surprisingly safe on the water, a gold-plated price tag meant sales were slow and fewer than 100 were built.

My experience of driving amphibious cars is limited to two vehicles. The first, a Dutton Commander, I sampled on the River Thames in 1999. Despite being slightly apprehensive when its designer, Tim Dutton, invited me to "drop it off the slipway", I took to the idea like a duck to water once we were under way.

Apart from the fact that the Ford Fiesta-based Commander looked fantastically ugly, it was also somewhat underwhelming away from terra firma. Despite a claimed top speed of six knots, it struggled against the tidal Thames.

The problem with amphibious cars is that because they drag their wheels and other gubbins through the water they are incapable of planing. It's all to do with the displacement theory of boatbuilding. This dictates that, regardless of engine power, a craft will only ever be able to reach a speed 1.7 times the square root of its length. So a 4.5 metre, non-planing amphibian can never plough through the water at anything greater than six knots or so.

Someone who successfully addressed that is New Zealand entrepreneur Alan Gibbs, who gave me a far more exciting ride about 10 years ago in his rather brilliant Gibbs Aquada amphibious sports car. It featured a rear-mounted, rear-drive engine and had all of its mechanical ancillaries contained within a streamlined glass-fibre V-hull.

The masterstroke, however, was that nifty hydraulic joints enabled all four wheels to fold up into the bodywork, reducing drag and turning the car into a genuine speedboat. The Aquada would touch 100mph on the road and even looked quite good, resembling a fat-arsed Mazda MX5. Once on the water, the engine switched over seamlessly to drive a water jet that offered a cruising speed of about 30 knots.

Sir Richard Branson was an early Aquada adopter (he bought number six) and used it to set a record for crossing the English Channel. But, as you might have gleaned from the use of the past tense, production proved decidedly limited and ground to a halt in 2004. Gibbs Technologies does, however, now make an amphibious quad bike called the Quadski (see panel, far right).

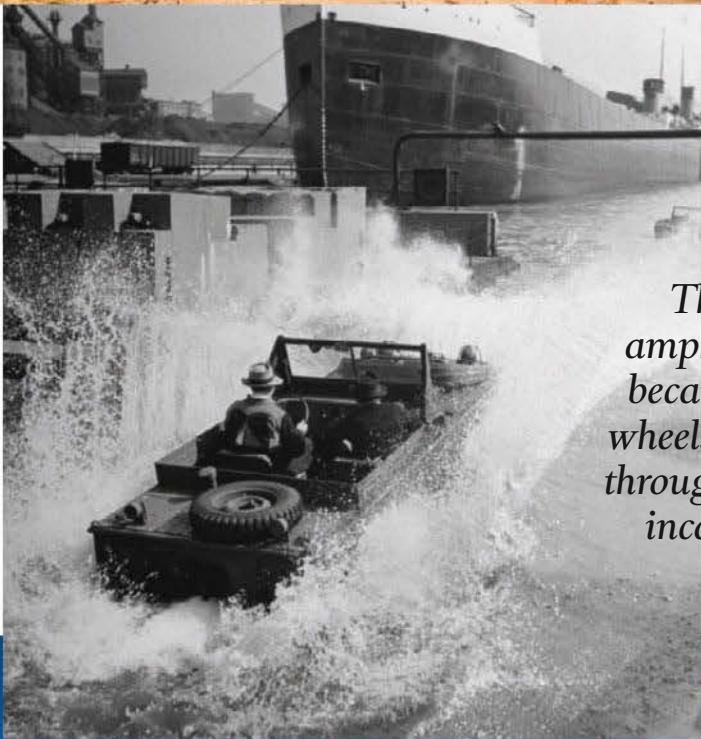
The latest amphibious vehicle to cause a serious splash, however, is the New Zealand-built Sealegs, which counts *Boat International*'s very own Bear Grylls among its celebrity owners. While far more high-speed RIB than car, it is genuinely amphibious thanks to a trio of small diameter, retractable wheels that, when deployed, allows the Sealegs to be casually driven up a beach or slipway. In truth, the amphibious car dream has never gone away and it is a very cool concept. The question is: would you buy one? ■



BOAT LIFE



Left: live the amphibious car lifestyle! Amphicar tries to sell the 1960s dream



The problem with amphibious cars is that because they drag their wheels and other gubbins through the water they are incapable of planing

Is it a RIB? Is it a trailer? The Sealegs isn't a car, but is proving popular. Above: the US armed forces tests its amphibious Jeep



Land and sea rovers



SEALEGS

High-quality, high-speed RIB with retractable wheels, the two rears driven by a generator for traversing slipways and beaches at low speed. Not road legal, and certainly not a car.

From £80,000, sealegs.com.



GIBBS QUADSKI

Glorified jet ski with the benefit of four retractable wheels (based on the original Aquada design). Rear-wheel drive on land, 45mph; jet drive on water, 45mph. *On sale in the US from about \$40,000, gibbssports.com.*



WATERCAR PANTHER

Probably the most viable amphibious car on the market. It touches 44mph on the water and more than 80mph on the road. Powered by a 3.7-litre, V6 petrol engine, it drives through the rear wheels or a water jet. *About \$135,000 for full kit, watercar.com.*



HYDRA SPYDER

Crazy fast and quite good-looking, the \$175,000 Hydra Spyder hits 125mph on the road and 46 knots on the water thanks to a V8 Corvette engine. The firm also makes amphibious emergency and utility vehicles. *camillc.com.*



DUTTON SURF

Tim Dutton offers kits to convert a Suzuki Jimny 4WD into the amphibian Surf. A two-wheel-drive model called the Reef, based on a Ford Fiesta, is also available. *Fully built, turnkey vehicles cost about £25,000, dtech.uk.com.*

Photographed by - Luke Kirwan

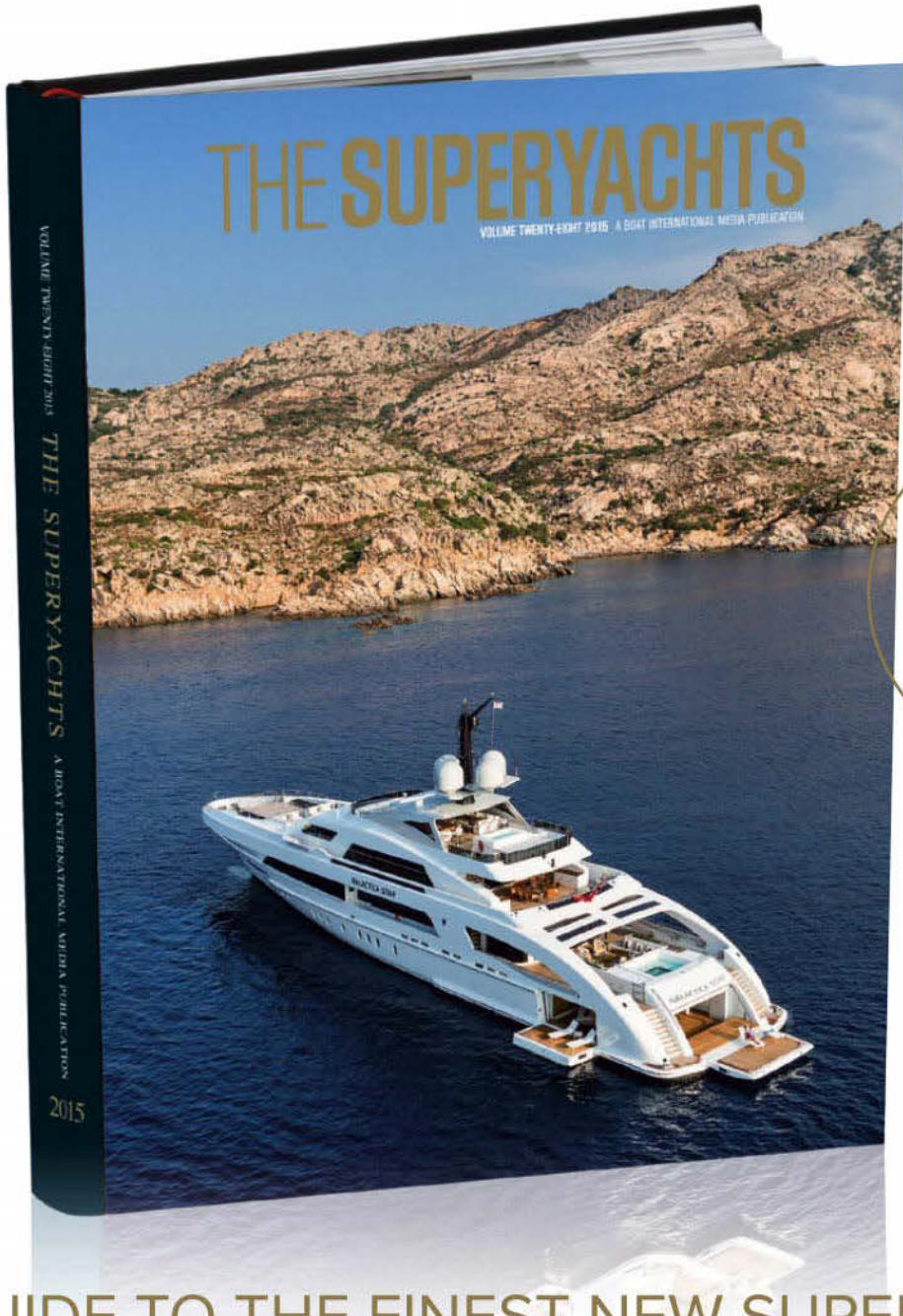
Six of the best

Swim shorts



1. *Dan Ward*, £165, mrporter.com; matchesfashion.com 2. *Polo Ralph Lauren*, £85, ralphlauren.co.uk 3. *Dolce & Gabbana*, £265, dolcegabbana.com 4. *Robinson les Bains*, £180, mrporter.com 5. *Louis Vuitton*, £350, uk.louisvuitton.com 6. *Bulldog Rescue by Orlebar Brown*, £135, orlebarbrown.co.uk

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I never leave home without...



This month

Tara Getty

Owner of **Blue Bird** (31.59m steel classic)

I'm reading a Christmas present from a friend: *Churchill's Secret Warriors* by Damien Lewis. It's great fun filled with unbelievable stories and a diversion for me from naval history.



I collect watches and one of my favourites is a 1960s Rolex Daytona Paul Newman Black.

I'm listening to a lot of Goldfish from South Africa and anything else my children put on to stop me playing Neil Diamond!



I always take my iPad with me, for Navionics and the UK newspapers.

I don't tend to pack - I leave pretty much everything on board, but I do keep adding Orlebar Brown and Chucs swim shorts.



When on the boat, I always have my Moscot sunglasses.

I don't forget anything when heading to the yacht,

although the children would be very happy if we forgot some of their home-schooling work!



The thing I look forward to the most is leaving port: total freedom.

Three other things I always take with me?

My wife Jessica, our three children and a GoPro Hero4 Silver.



Members' Logbook

Every month, you tell us where you are on the seven seas, what you can see from deck and your top trip tips

Marco Vögele

YACHT: *Inoui*

LENGTH: 33m

YEAR: 2013

LOCATION: Windward Islands

- What can you see?

Sunset from the Baie de Grand Case, Saint Maarten

- What's been the highlight?

New Year's dinner at Italian restaurant L'Isola on St Barths

- Have you made any discoveries?

The Salt Plage sunset bar next to Christophe Harbour on St Kitts

- Which area of the boat are you using most?

The deckhouse with hatches open and the windows all down

- What's the chef been cooking up?

Incredible porridge for breakfast, with finely sliced apples, almonds, bananas, with cinnamon

- Current drink of choice?

Smoothies made with at least five different fruits and vegetables

Colin Griffison

YACHT: *Pacific Yellowfin*

LENGTH: 34.75m

YEAR: 1943

LOCATION: Pacific Northwest

- What can you see?

The Cascade Mountains, which are the foothills of the Rockies, all snowcapped and covered in evergreen rainforests of Douglas fir, western red cedar, hemlock and yellow cedar. The shorelines here have a 5m tidal swing

- Any encounters with sea life?

Everything's in abundance: killer whales, humpback whales, minke whales, dolphins, porpoises, sea lions, seals, wild oysters, clams, mussels (all ready for picking), grizzlies, black bears, bald eagles, hawks, turkey vultures, puffins, cormorants, and all types of gulls

- What's been the highlight?

Wilderness galore. Very few other boats and fewer people

- Have you made any discoveries?

Tons, but they are my best-kept secrets: mountain lakes for swimming, animal trails, fishing holes

- Which toy is seeing the most use?

Our 12m inflatable waterslide sees a lot of use, as well as our off-road motorbikes

- What's the chef been cooking up?

Seafood all caught and harvested by the guests

- Your current drink of choice?

Our famous Caesars, served in vases. This drink is a Canadian favourite!

- Are the locals friendly?

Absolutely. There are very few locals in these areas, so we work with them all to give our guests an in-depth view into their wilderness lifestyles

www.boatinternational.com | March 2015

Torsten Koster
YACHT: *Grace* LENGTH: 48.4m
YEAR: 2004 LOCATION: Oslo

• What's happening?

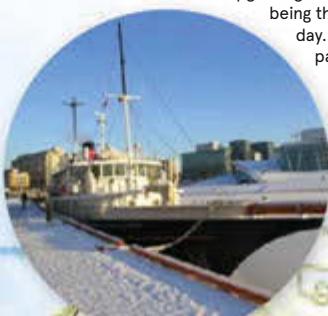
We're laid up for the winter. Next summer, though, we're planning to cruise north Norway.

• Are you having any work done?

We have a policy of continuous maintenance and upgrading throughout the year, the goal being that she must look new every day. Obviously, varnishing and painting have to wait a few months until temperatures go up again.

• How is the berth?

We are moored in a sheltered area alongside a modern quay in the centre



of Oslo. We are close to the central station, the main shopping street and the opera building. *Grace* offers all the enjoyable comforts of a town house. We can receive guests, go to concerts and try all the good restaurants that are part of urban life after spending the other seasons in the Arctic areas of northern Norway. Past winters we have done the same in Amsterdam, Rotterdam, Antwerp and London

• What can you see?

The stunningly modern opera building on our port side and the old stock market to starboard

• What's the weather like?

We have had solid ice all around the hull already and layers of snow on deck. But *Grace* is Ice Class and has very good insulation, and her double-heating system keeps us very comfortable

• When will you come out of winter hibernation?

Weather and ice permitting we should be sailing again by the end of March

Owner of *Atalante*

LENGTH: 27.5m
YEAR: 2009
LOCATION: Palma, Mallorca

• Why did you lay-up here?

Palma has good weather over the winter and STP is a great facility to get work done

• Is it a good location?

Palma is a beautiful, interesting city. We are there each June for the Superyacht Cup, which is a fun event with close racing. The last two years, the J Class yachts have also been there and they are a splendid sight

• Do you visit often?

Not really, as all our trips to Europe are focused on *Atalante I*, our new yacht in-build at Claezen. I have just been to North Sails in Minden, Nevada to see how they make our new 3Di sails. Fascinating technology

• Are you getting any work done?

Yes, we are pulling the rig to do the five-year survey. We will do some varnishing and the bottom paint but nothing major is needed as our crew keep her in top condition

• When do you plan to come out of winter hibernation?

We should be ready to go at the end of April

• What are your plans for summer?

We are excited to launch and christen the new *Atalante*, a 38.5m Hoek-designed sloop. Built by the same team as our current boat, she will be stunning. We plan a christening in Malta or Palma and then will cruise the South of France and over to Italy

Kadir Esen

YACHT: *Glorious*
LENGTH: 36m
YEAR: 2011
LOCATION: Around Bodrum

• What can you see?

We are anchored in a sheltered bay on the coast of Kos, looking at a deserted beach with green hills rearing up behind it. Not a soul in sight

• What's been the highlight?

Just the feeling of having the water mostly to ourselves. Even at this time of year the weather is pleasantly warm, and the tourists haven't arrived yet!

• Have you made any discoveries?

There are always new restaurants to discover and it would take a lifetime to explore every bay and cove

• Which area of the boat are you using most?

The aft deck and flybridge are ideal for relaxing at anchor

• Which toy is seeing the most use?

The tender is busy ferrying people to and from the beach, and there may be some waterskiing later

• What's the chef been cooking up?

Grilled bream and mullet for lunch, followed by pastries, for which Turkey is famous

• Are the locals friendly?

Always. There's a long tradition of hospitality to seafarers and a shared respect for the sea

• Why do you like cruising here?

The sense of history here is extraordinary. Seeing the ruined temples and amphitheatres makes it an experience of which I never tire



On board with **007**

(well, his yacht, anyway)

She was the stunning beauty that lit up *Skyfall* – not Bond girl Bérénice Marlohe but Doğukan Boyacı's spectacular 56 metre *Regina*. Stewart Campbell meets the 28-year-old Turk who gave Daniel Craig an experience (and a shower) he'll never forget



Pruva Yachting's 56m *Regina* was known as *Chimera* in *Skyfall*

►“WHEN I LEAVE THEY’RE GOING TO KILL YOU,” the haunted beauty Severine purrs at James Bond in a Macau casino, leading him to glance at the three bodyguards watching nearby. “If you survive, I’m on the *Chimera*. North harbour. Berth seven.” With a vampish smile, the femme fatale from 2012’s *Skyfall* stands and wishes Bond luck. The secret agent raises his Martini glass to the three heavies before quickly dispatching two of them with a briefcase and leaving the third to become dinner for a hungry Komodo dragon.

Cut to *Chimera*. Severine paces the yacht’s saloon before stepping into a steaming shower. And we all know what happens next.

Only a few people were in on the secret of that now famous shower scene, and one of them was Doğukan Boyacı, the 28-year-old vice-chairman of Pruva Yachting, manufacturer and owner of the 56 metre superyacht known in the film as *Chimera*, but in reality as *Regina*. Up

until that moment all the shots on board had been legitimate, but the film crew couldn't get all their gear below deck for Bond and Severine's moment in the shower so it had to be done in a studio. That small embellishment aside, it was *Regina* in all her glory up there on the silver screen and Boyaci, her indecently young owner, couldn't have been more proud.

"We thought it was a once-in-a-lifetime chance for our company," he says, still clearly energised by the fact that it is his boat that's been immortalised. "James Bond is one of the biggest trademarks in the world and to use our yacht was a great opportunity. It led to lots of enquiries and *Regina* had wonderful charter seasons in the Med and Caribbean. Just after the movie came out we got dozens of charter enquiries, and it's still going on. Now all our clients and brokers know *Regina* as the 'James Bond yacht'."

In the film, we're treated to sweeping shots of *Regina* as she leans elegantly with the wind on the approach to the island lair of bad-guy Raoul Silva. Bond joins Severine on deck, where the severe-faced henchmen and desolate island in the distance do a great job of highlighting the beauty of this classic-looking ketch.

She was launched in 2011 for charter, to an exterior design by Turkey's Ayberk Apaydin and an interior by Aylin Örs. "The aim was to build a classic yacht using only natural materials that would be ultra comfortable for the charter guest," Boyaci says. "She had to be really strong in sailing and completely different from the normal gulet." She achieves that with her Roaring Twenties charm and big square deckhouse, which covers an expansive saloon that was transformed into Severine's bedroom for *Skyfall*.

Boyaci says it took his company a month to get the yacht ready for the film. "We did lots of modifications. It was really very difficult to prepare the yacht for them but we succeeded finally." Soft furnishings had to be changed and some re-upholstering was required inside and out. Up top, meanwhile, the rigging was altered to provide the camera with open views of the deck. It was all done in collaboration with EON Productions, maker of Bond films, which did a lot of filming for *Skyfall* in Turkey, particularly around Istanbul and Fethiye. *Regina* was chosen by EON almost by chance:

Boyaci (opposite page) loves Antigua, and Catherine's Café Plage (right) in particular



Göcek harbour in Turkey.
Above: Daniel Craig, left, and director Sam Mendes, in white, film *Skyfall* on board



Daniel Craig loved the yacht, according to Boyaci, telling him Regina was 'quality and luxury'

one of the Turkish production company's workers had seen her cruising in Göcek, and EON approached Burgess to find out more about her.

It took eight days for filming to wrap on the yacht and the actors were on board every day, along with director Sam Mendes, although they stayed ashore at night. They wouldn't have been disappointed with the yacht's digs, though, with her six comfy cabins housing 12 guests. Boyaci doesn't have any stories of actors throwing TVs overboard or going wild on raki, and instead reports that the two stars – Daniel Craig and Bérénice Marlohe – were "very polite people". They loved the yacht, according to Boyaci, telling him that *Regina* was "quality and luxury".

Boyaci is a lucky man, therefore, to be able to spend so much time on such a boat. Though the yacht is offered first and foremost for charter, he always makes sure to spend two weeks on board each year – one week in the Med and one in the Caribbean. He spends another week on board *Primadonna*, his company's 21.5 metre gulet. You might think that 28 is too young to be in such an enviable position but Boyaci, son of Priva founder Bedirhan Boyaci, was not just gifted a top job. He says he started "at the lowest level,

in the charter department", when he was 22, straight out of university. He was eventually promoted to vice-chairman in mid-2014 and is loving the position he occupies. So far, his youth isn't working against him. "I always feel very young but I have not encountered any problems. I respect people with experience but young people should be given a chance."

At the time of writing *Regina* was in the British Virgin Islands, enjoying another successful charter season and it was here that Boyaci recently spent time on the yacht. He flew over to hook up with her at the Antigua Charter Yacht Show in December, which handily is also his favourite place in the Caribbean. He frequents Catherine's Café Plage – "delicious food, pleasant atmosphere and a very nice beach" – and the island's Abracadabra restaurant, where Italian food always precedes a night of dancing. By the time you read this Boyaci will already have jetted back to the Caribbean for another week aboard *Regina*, this time around St Maarten and St Barths.

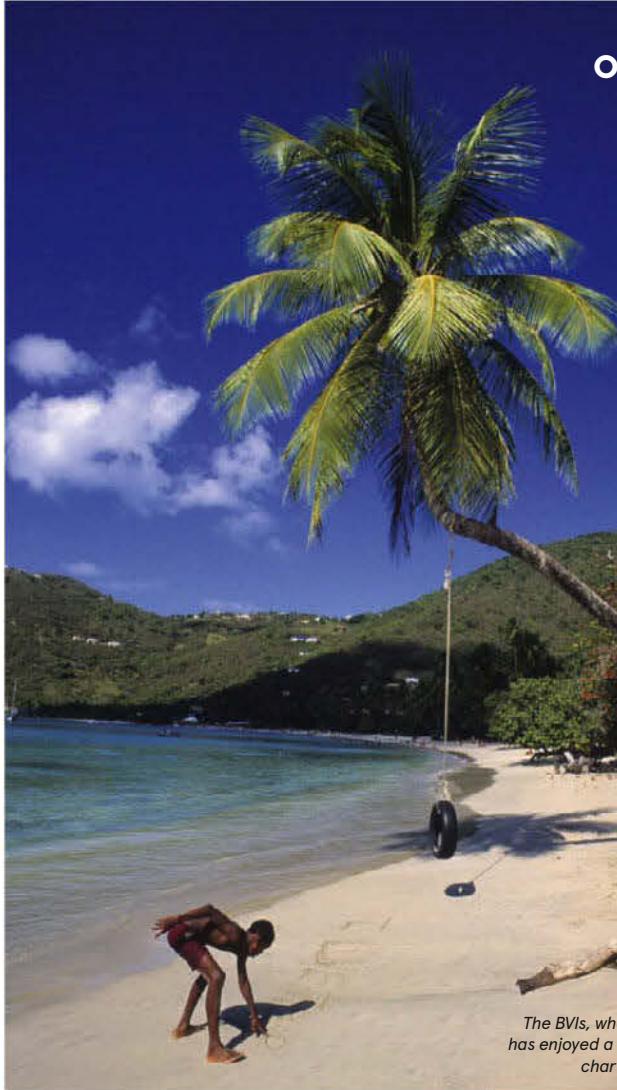
Living in Bodrum, Priva's vice-chairman gets to see one of his other loves only once a month – the football club Galatasaray. But he plans to travel with the team next season and watch them compete in Europe's premier club

competition, the Champions League.

In the meantime there's a busy boat manufacturing and charter business to run. In the sheds at the moment is a 37 metre sailing yacht and the company is doing research and development on a 45 metre explorer, which is a break from the more traditional gulets it is better known for. The first gulet it produced, in 1996, was named *Doğukan*. But this boatbuilding scion says he is most attracted to modern explorer yachts, especially Oceano's 81 metre *Alfa Nero* and the latest output from Icon. On the sailing yacht side, he admires the sleek lines of Alloy's 67 metre *Vertigo*.

It's unlikely you'll see Bond on a big modern superyacht such as this any time soon, unless it's to take out a bad guy. But that's just fine. A classic fictional character needs a classic yacht, even one that was built as recently as 2011. In one of the last shots of *Regina* in *Skyfall*, we see her from the air, beautiful and poised as she sails easily towards what we soon find out is Severine's doom. Boyaci could be forgiven, though, for not caring too much about this sad twist in the plot. He was too busy smiling. "To see our yacht on the Hollywood stage? Well, what can I say? It was just an incredible feeling."

Boyaci's home is
the elegant Turkish
port of Bodrum



The BVIs, where Regina has enjoyed a successful charter season

QUICKFIRE

Dogukan
Boyaci

SAIL OR POWER?

Sail

SPEED OR STYLE?

Style

FIRST THING YOU PACK?

Champagne!

FAVOURITE BEACH?

Pigeon beach in Antigua. Day or night, it's amazing

FAVOURITE DESIGNER?

Tom Ford

HOW MANY WATCHES?

I am not a collector yet, but I have a Rolex and a U-Boat

FIRST BOATING MEMORY?

When I was 10 years old I saw my name on a boat - it was so exciting





B u i l t t o w i n

*Software mogul Jim Clark wants line honours.
But does his new radical supermaxi have what it takes to go up against the best?*

Words - Marilyn Mower

C

Comanche is a boat that belongs at the front. The image on the previous pages shows her tearing along – ahead of Sydney Hobart legend *Wild Oats XI*, a feat that surprised everyone watching. It was an advantage the brand new 30.5 metre Hodgdon speed machine was able to maintain all the way to the Bass Strait during the 2014 Rolex Sydney Hobart. But when 30-knot winds failed to materialise, the more slender *Wild Oats* slipped past *Comanche* and into the lead, a position she held all the way to Hobart for victory and her eighth line honours. Second place is never going to be good enough for *Comanche*'s owner, software mogul Jim Clark, but it was a minor miracle his yacht was there at all. She was only launched in September, so the famously brutal race represented a kind of masochistic shakedown for a yacht designed for one thing – to win.

Think Laser dinghy or 49er morphed with rocket ship and you'll get some idea of the qualities of *Comanche*. At the yard, the racer was partially hidden behind two larger yachts with immaculate pedigrees, *Meteor* and *Artemis*, but *Comanche*'s square bow and carbon sprit jutted out beyond them, drawing the eye away from the varnished teak of her neighbours to a lean sailing machine intended to go as fast as possible powered only by the wind.

Sailing legend Ken Read, who also happens to be the president of North Sails, managed the project from day one for Clark. Built at Hodgdon Yachts in Maine, *Comanche* had a hand-picked design and engineering team of international experts. It also had a construction schedule that raised eyebrows from the first day Clark talked to *Boat International* about the radical project during the America's Cup Superyacht Regatta in San Francisco, September 2013.

Comanche launched one year later and after stepping the mast in Newport, Rhode Island, and just two weeks of sailing trials, including a 600-mile qualifying sail to Charleston, South Carolina, the boat was packed aboard a cargo ship and sent to Australia to compete in the Sydney Hobart, which starts each year on Boxing Day.

Clark and his Australian wife, Kristy Hinze-Clark, met the boat in Sydney for its short re-commissioning, Hinze-Clark racing aboard the boat in a harbour tune-up event on 9 December

Right: owners Jim and Kristy Clark, who thought a good shakedown for the brand new Comanche would be the brutal Rolex Sydney Hobart race. Opposite: the right wind, the right heel, the right result: top speed



2014, where the yacht placed second despite poor conditions. The tabloids had a field-day, captioning photos with, "The supermodel and the supermaxi" and "She's got legs" in reference to Hinze-Clark's modelling career. These days she is a businesswoman, director for the Australian Nature Conservancy and the mother of two girls.

In our exclusive interview with Clark, shortly before the race begins, we ask simply: "Why?"

"It's a hobby," he says, "I like the supermaxis, they are like Volvo 60s on steroids." Clark appears to be done with the J Class – his 42m *Hanuman* is up for sale – and is not a huge fan of what he calls the "multihull phase" of the America's Cup with its reduced crew numbers. "The old sailing community is in monohulls and it's nice to keep the guys engaged – there are lots of good sailors in the supermaxis and the guys are a lot of fun."

When Clark decided on a supermaxi, his plan was to go for line honours rather than wins on corrected time, and speed/distance records that could be set for yachts with human powered winches. "I don't want any of that record stuff with an asterisk that says push-button winches," Clark scoffs. With this target, Clark and Read embarked on a "design experiment" for a yacht that could sail 30 knots or more on a broad reach. The experiment pushed them to some extreme stats, which Clark says were run through CFD tests and simulations time and again.

"The 25-foot (7.6 metre) beam saves weight," Read says. "By going wider, we can have less weight in the keel to keep the same righting moment, thus we will go faster." This thinking is carried over into the keel itself, which is solid stainless steel and not welded. With a 6.7 metre draught, the keel can be two tonnes lighter than a comparable keel on a boat with half the draught. The governing factor was the depth of Rhode Island's Newport harbour where the boat will be based when not chasing records. "With the keel canted to one side we can just get to our berth," Read says.

The downside to beam is increased surface drag when sailing flat in light air. "Being considerably wider than other boats, we need to be heeling at 11 to 13 degrees to present the same beam," says Clark. "In light air, we are at a disadvantage. When the wind cooperates, there is no question the boat is explosive."



Hodgdon, the oldest boatbuilding business in the US, might seem like an odd choice if you don't know that part of the yard's annual output is high-tech military vessels and another part is carbon fibre limo tenders. In fact, Hodgdon is quite skilled at innovative construction techniques and when Tim Hodgdon agreed to build an oven to cook *Comanche*'s carbon fibre hull, the deal was struck. The yard's location also made it a good gathering stop for its far-flung team.

Some critics have said the boat is too extreme and too powerful to handle, but Clark just laughs at this and suggests we "ask Kenny".

"Yeah, it's still an unknown but I'm not overly concerned," he adds. "The hull is well baked and it's been ultrasounded and X-rayed. There is a fuse in some of the loads so that nothing super bad can happen. But you can't have a fuse in the rigging... Some of those termination points on the rig are kind of scary," Clark says.

That rig, which rises 47 metres above the waterline, is more than 50 per cent of the length aft from the bow, a surprising configuration but based on model testing for best all-around performance with the foil and appendages.

Also innovative are the daggerboards outboard of the mast and slightly forward of it. By canting the keel and putting the lee side daggerboard fully down, the boat generates enough lift to keep the angle of leeway to a minimum or crab up to a mark.

The wide cockpit, full of grinder pedestals, hydraulic sail controls and sophisticated LED panels, gives the impression of a workhouse with modern instruments of torture. In a way, that is what they are. Grinders will work these six pedestals to turn the Harken winches. The only push-button winch on board is used to raise the mainsail. Once that sail is up the halyard is locked off and the winch isn't used.

The winch pedestals are set slightly inboard and Read explains that when sailing on other 30 metre yachts he found that waves coming inboard at 30 knots or so would sweep the helmsman or winch grinders off their feet. "I have fetched up in the corner of the cockpit with pieces of steering wheel in my hands," he says. Thus, by having 10 feet more beam than other 30 metre boats, there is space to put people and gear in a safer location with the added benefit of space for sails to be temporarily stored outboard of the pedestals on the high side.

Another interesting option is set right into the deck. Small black plugs cover screw holes that allow a dodger to cover both hatches. "On long distance races, we wanted the option to erect a dodger to keep the crew safe when on deck," Read says. A slot in the cockpit sole just aft of the dodger allows the steering wheel to be moved forward, allowing the helmsman to stand behind the dodger for more protection.

Step below and you can see how much weight has been saved. The single-skin carbon fibre hull and foam cored framing is fully exposed. It is mostly black with white non-skid patches. The forward end of the vessel is totally open, to store sails. Directly under the cockpit on either side are the crew berths, which keep the crew centre of gravity aft, close to the position they would be in when on deck; thus the trim of

The wide cockpit, full of grinder pedestals, hydraulic sail controls and sophisticated LED panels, gives the impression of a workhouse with modern instruments of torture



the yacht is not affected by off-watch crew moving around.

Directly under the cockpit sole is the navigator's area with barely space to sit up. "The only requirement that navigator Stan Honey had was that we made the navigator's seat 1.8 metres long so that he didn't have to fight the crew for a berth," Read says.

Talking to Read one gets a sense he is completely at ease with a project of this magnitude and the commitment it will take to sail it to its potential. He has sailed around the world with several of his present crew and all had input into the new boat's design. That counts for a lot of experience, in addition to the French design team of Guillaume Verdier and VPLP (Marc Van Peteghem and Vincent Lauriot-Prévost). "Without the designers we would probably have built a far more conservative boat," Read says, "but with their help we have taken a leap forward."

On deck, *Comanche* is also radically different. All halyards go to the masthead, where they are locked off in the same style that was pioneered in the 12 Metre Class. But on *Comanche*, tension is applied on the sail luff by hydraulic rams mounted on the foredeck and by pulling on the sail at the tack. "It reduces weight aloft," Read explains, "and allows complete sail adjustment from the [safety of the] cockpit."



Opposite: Comanche in full sail during the Sydney Hobart. Top: a sea trial in the tougher conditions she revels in. Above and left: in-build at Hodgdon Yachts



Another advanced feature not often seen on smaller craft is that the jib tracks run transversely instead of fore and aft. "The clews for each headsail are in the same place and we might use the same sail for going hard to windward and when easing off onto a reach. With this arrangement all we need do is ease the track car to leeward when coming onto a reach. This enables us to keep power on without altering the shape of the sail when changing course relative to the wind," Read notes.

The deck-stepped carbon fibre mast has swept spreaders to eliminate the need for adjustable running backstays. In some ways this is a disadvantage in that the masthead

cannot be moved fore and aft when sailing up and downwind, but it eliminates the need for checkstays and runners. The masthead position is controlled with backstays to each corner of the transom and lines that are led into the mast from the backstays to control the rig bend.

"I started this boat thinking I could race it," says Clark wistfully. A degenerative condition in his ankles that makes standing uncomfortable has recently cropped up in his wrists as well. "They made a seat for me where I can drive it," he says, but he opted out of the Sydney Hobart to make room for America's Cup-winning skipper Jimmy Spithill to assist Read on the helm.

"I feel confident we'll start getting line honours and next summer we'll do the transatlantic race and see how that goes," promises Clark. "I'm optimistic."

GREAT EXPECTATIONS

Comanche's skipper Ken Read on the yacht's second-place finish in the Sydney Hobart

For all practical purposes, we shouldn't have been on the starting line of the Rolex Sydney Hobart, given the time constraints of designing, building and trying to shake down not only a brand new boat, but also a brand new concept. We had our share of gremlins, but they were all little ones, which was just an unbelievable pat on the back to the design, engineering and build teams from Verdier/VPLP, Hodgdon and North Sails Design Services – because really it was nothing short of a small miracle.

We – especially Jim and Kristy Clark – hoped that a project like *Comanche* would turn heads and get people, maybe even outside of the sport, to start looking at sailing as something fashionable, fun, fast and cool. And this project, at least in its infancy, has done that more than any of us could have imagined.

We had read, heard and seen the start of Sydney Hobart races in the past. I could only imagine what it was going to be like. Is it like a Volvo start? Is it like an America's Cup start? Lord knows we've done plenty of both of those. But this has a different feel to it, a different vibe; it seemed like not just the whole city but the whole country knew about this start, watched it live on television and were lining the harbour shores. This unbelievable moment for all of our sailing careers was made even better by how the boat lit up: we couldn't have chosen a better wind angle to show off the boat to the world. That was about as fun as it gets.

So how did the boat perform? First of all, the boat is in essence exactly as advertised. As soon as you crack sheets, it lights up. I talked to the guys from *Wild Oats* after the race and they were most surprised about how well this boat goes upwind. We had never gone up against another boat before, and all of a sudden we go off the starting line and take off, going upwind and sailing away. But we can still improve. When all is said and done, we were still ahead of one of the best, if not the best, upwind 100-footers (30 metres) in the world.

Waves are the biggest challenge of the race. That's what separates the Sydney Hobart from other races. They are always there, they are always angry and there's no rhyme or reason to them. Whether you're going upwind, reaching or downwind, it's a different animal down there. It was awful for a while as I was just waiting for something big to break.

Then we sailed into the light air with huge lumpy seas and *Comanche* performed as expected as well. There was a combination of factors: we were holding off *Wild Oats* with the masthead Code 0 up until it dropped down into really puffy, fluky wind of under six knots true wind speed. Mix together the huge leftover head seas that day and it honestly just couldn't have been worse for us. The more we sailed



The 2014 Rolex Sydney Hobart: a true test for any boat, let alone one that's still working out the bugs. Second place is little short of astounding – but owner Jim Clark still wants more





PHOTOGRAPHS: ONNE VAN DER WAL; ROLEX/DANIEL FORSTER; ROLEX/CARLO BORLenghi



Kristy Hinze-Clark
on Comanche
during the SOLAS
Big Boat Challenge
in Sydney, Australia



QUICKFIRE

Kristy Hinze-Clark

WHAT DID IT FEEL LIKE TO WATCH COMANCHE CROSS THE FINISH LINE?

We felt immensely proud of the boys. We got some very bad luck in the middle of the race which allowed Wild Oats to get a long distance ahead. Pegging back the lead to within 10nm was no easy feat.

HOW INVOLVED IN THE CONSTRUCTION WERE YOU?

I got involved with the aesthetics. Choosing colour and the graphics Jim and I did together.

WERE YOU DISAPPOINTED NOT TO RACE YOURSELF?

Yes I was, but the timing was wrong for me. I have an infant and toddler to think about; I'm still feeding Harper. It was the right decision.

HOW MUCH SAILING WILL YOU DO ON HER IN FUTURE?

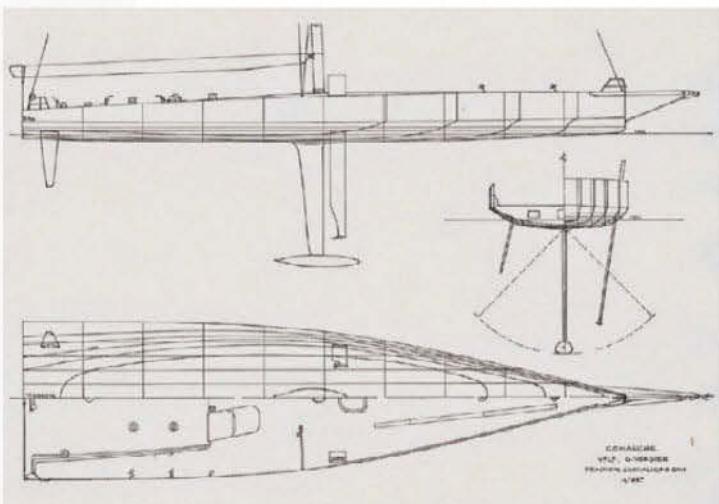
We have a full-on programme set for her. How much I will do aboard myself will depend where the race takes place, the length of the race and the weather.

CAN YOU SUM UP THE SENSATION OF SAILING FAST ON COMANCHE?

She certainly gets your adrenaline going. After racing our J, Hanuman, it's like being in an F1 Ferrari compared to a classic car on a Sunday drive.

DOES IT COMPARE TO ANY OTHER SAILING EXPERIENCE YOU'VE HAD?

I was fortunate enough to be invited for a training session aboard Team New Zealand's America's Cup effort in San Francisco. It's the only time I've really felt that type of adrenaline sailing.



"Jim and Kristy are incredibly proud of the whole project and they see the future"



south the quicker we sailed away from the high-pressure ridge that became the dominant feature on the racecourse. Wild Oats sailed into better pressure first. Game over.

The other challenge was meeting obvious expectations of this programme and that is always very, very hard. Yes, we were disappointed to be second but I'd say thank you to Jim and Kristy's total understanding of the whole thing; they're incredibly proud of the whole project and they see the future. Jim and Kristy were our biggest fans when we hit the dock and they understand that this is a long-term project; we're still working the bugs out and it was just phenomenal to get there in one piece, put on a good show and make it reasonably close.

As I write this, the boat is in Melbourne and about to go on a ship again back to the US – it will be the most travelled young boat in history, I would guess. We're trying to decide whether we do a quick winter schedule, maybe down in the Caribbean, or a larger work list and bring her up to Newport, Rhode Island, to get her ready for more of the big ocean race events, the great races such as the Rolex Transatlantic Race, Rolex Fastnet and Rolex Middle Sea. It's going to be an exciting year. ■

Pushed by the sense that anything was possible, design, engineering and build teams from Verdier/VPLP, Hodgdon and North Sails Design Services worked together to produce a racing sailer that represents a true step forward





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A M A Z I N G

G R A C E

Started in Russia a decade ago, the story of Graceful almost ended when the project hit the rocks – literally. The 82 metre superyacht is a remarkable boat with a remarkable story



<#x#>



“One of the engineers remarked that the new drawing looked ‘so graceful’. The name stuck”



If there is one superyacht that deserves to star in her own Hollywood production, it's *Graceful*. For there was a time when this 82 metre motor yacht from Blohm+Voss was anything but graceful. And nor was she always 82 metres. It's the story of one owner's battle against almost insurmountable odds to get his boat made.

Project A133I, designed by Agat Design Bureau in St Petersburg, Russia, started life in May 2005 at Sevmash shipyard, a renowned builder of Russian military ships and submarines. Her owner, working with Dörries Maritime Services as technical consultant, had approached the project in an interesting way by buying and supplying many of the components – from the interior design to the MTU engines – himself. The vessel was actually hull No.2 of a two-boat yacht package for a company called Baltika and, when construction slowed, the owner and Dörries approached Blohm+Voss about finishing the project.

Its build captain Alexander Mozhayskiy explains: “[The owner] wanted the boat in February 2014. If he couldn't finish the boat in Russia, Blohm+Voss in Hamburg was his first choice. He knows well the ships that yard has launched.”

But then the unthinkable happened. At the end of October 2010 the empty hull, its top and stern decked over against the elements, began its journey under tow by tug from Russia to Germany. During the trip, weather conditions deteriorated, with reports saying the seas may have reached nine metres. The hull, being blown around, broke free and pitched up on a rocky shore near Vesterålen, Norway. Despite driving sleet, mariners were able to re-establish the towing cable, but again the yacht broke free and grounded spectacularly beyond semi-submerged boulders. All the tug could do was stand by waiting for a break in the weather. After Norwegian authorities were assured there was no fuel aboard and thus no danger of pollution, the issue became how to free the hull and get on with the project. Days passed.

When the storm abated, and with Mozhayskiy himself playing a role in the rescue, the rumpled but still floating steel hull was reconnected to tugs and towed a short distance to Alsvåg where it was evaluated and lifted onto a barge for Hamburg, Germany.



Above: a large helicopter operation (everything but fuelling) was a prerequisite for the yacht and is one of the factors that drove Blohm+Voss to lengthen the original design. With the rails removed, it's a sturdy landing pad for the owner's twin-engine EC135.

Right: substantial supports on the deck below divide dining and lounging functions and blend harmoniously with the profile





Jan Kees Pilaar, managing director of Blohm+Voss, says: "Originally, we planned to handle the yacht's fit-out in our refit and repair division. When we saw the damage in November, we thought: 'Well, we can repair it before we fit it out, but maybe it makes no sense.'"

Achim Lamprecht, project manager at Blohm+Voss Repair, says: "We had looked over the original architect drawings and the modifications by the shipyard and made our own calculations. Frankly, we were a little bit concerned about its stability. We thought, to fit it all in a good way, the boat should be about two metres wider and maybe 10 metres longer."

"At one point, when we were discussing the difficulty and cost of repairing damage to the hull, the owner said: 'Forget it all. I stop the project.' We were determined not to let that happen. He should have his dream," Lamprecht says.

Then something else unthinkable happened: Blohm+Voss decided to turn the project on its head. "Instead of thinking about the project as either a repair or as a new build, we said: 'It's really both,'" says sales manager Isabelle Huet. "We pulled down the barrier between the shipyard's new build and repair divisions and set up a new structure all working together, pulling in subcontractors and our own people. That's the only way we could deliver this yacht on time and on budget."

The yard rallied round the idea. "As repair guys, we can also build a ship," Lamprecht told his crew. Between Christmas and New Year

"I normally do projects the size of the Queen Mary; it's one step at a time. For Graceful we worked furiously, all the trades at once. In 20 years, I've never seen anything like it"

2010, engineers, accountants, estimators and leaders of the various trades burnt the midnight oil to prepare a new GA, new engineering drawings, a steel salvage plan and a schedule of work with a very strict timeline. They would reuse almost 50 tonnes of steel from the Sevmash hull to keep the original build certificate valid, but the new dimensions would be 82 by 13.9 metres. The profile was much the same but the ends of the boat got longer and the helipad gained room for safer operation of a bigger bird.

The new plan, with numbers attached and beautiful new renderings, was presented to the owner at the close of the holiday season. He signed off on the "new" project almost immediately and gave his project a name.

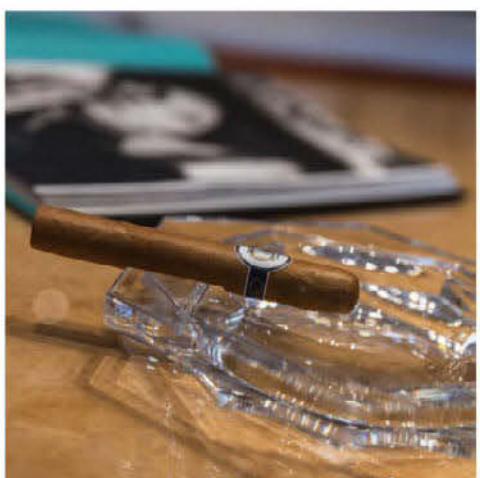
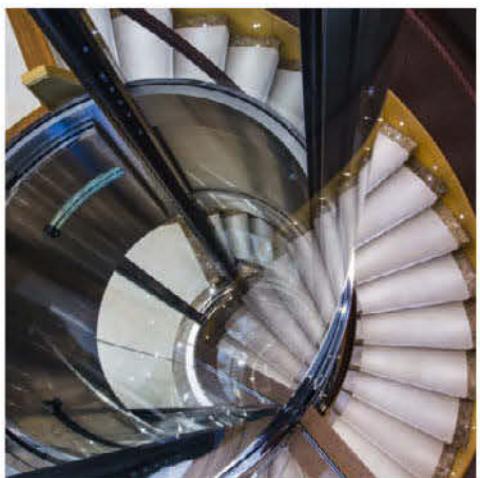
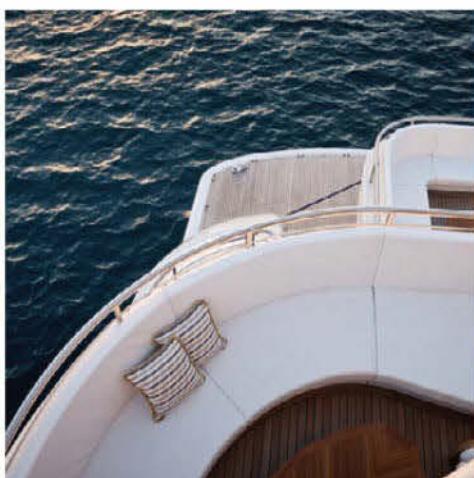
"One of the engineers looked at the new rendering and remarked to Alexander that the new drawing looked 'so graceful,'" says Huet. "The captain shared the comment with the owner while they were discussing the proposal and the name stuck."

With the size and depth of the builder's massive engineering department working in its favour, fabrication was able to begin in April. In addition to addressing the stability issue with extra beam, they also added bilge keels to complement the active fin stabilisation.

"I normally do projects the size of the (cruise ship) *Queen Mary* and it's one step at a time. For *Graceful* we worked furiously, all the trades at once and the Lloyd's surveyors, too. In my 20 years, I've never seen anything like it," Lamprecht says.

H2 Yacht Design came with the project, as the firm had done the original design for Baltika. "It was a good thing and an unusual thing to have the chance to go back and revisit our original design from 2005," says H2's principal Jonny Horsfield. "One of the first things we did was change the steeply slanted windows of the bridge and the saloon aft to vertical. Originally the deck heights and the stairs had been a bit of a struggle for the Russian naval architects, who were designing it like a patrol boat; although that old-school, patrol boat approach served us well with the single level engine room. We inherited a lot of spaciousness from that, which offset the requirements for the indoor pool."

And what a pool. That and the helipad were the yacht's main drivers. The pool, 15 metres long, three metres wide and 1.8 metres deep, occupies the space on the main deck where a saloon and dining area are typically. While this deck still has a modestly sized formal dining room, the saloon-cum-piano lounge, a petite and luxurious tea room and outdoor dining area were moved upstairs.





“Our design brief was interesting: something timeless”



Above: a gleaming white Steinway grand graces the main saloon on the upper deck, given the same floor-to-ceiling window treatment as the pool room below. Left: the owner's work space is centred in the middle of the large library on the upper deck. Below: with so many large open spaces aboard, the cosy, fireside corner creates a rare bit of intimacy. Opposite: design touches include tooled leather, tapestry walls, marquetry, marble and stainless steel with ebony and untreated teak for accents



*“We changed the steeply slanted windows of
the bridge and the saloon aft to vertical”*





"The main deck saloon typically doesn't get that much use anyway," says Horsfield, "but still we wanted to create some extra use for the pool area, especially since you can't use it when the boat is under way. We suggested using it for both a theatre, with a drop-down screen and projector, and as a party space. The bottom of the pool rises to become a dance floor, with glass panels that change colour. The cabinets where towels are stacked in pool mode become vodka bars in party mode."

The pool itself is a marvel designed and built by EnPro, of Bremerhaven, Germany, together with Blohm+Voss. The scissor lift that brings the floor up is powered by fresh-water hydraulics, so if there's a leak it won't be hydraulic fluid oozing into the pool. Its stainless steel tub is faced in mosaic tile. Tender garages flank the depths of the pool below, housing a Novurania and a custom Yachtwerft Meyer limo tender.

"The pool room was really the last place we styled and it's a bit more relaxed and contemporary than the rest of the yacht, but more smart than a beach club," says Horsfield. "Our design brief was interesting: something timeless. The owner is a very confident person. He knows what he likes and he's not a slave to trends. Loher was the interior subcontractor and they offered him a fantastic collection of rare veneers for the panelling and furniture. For example, we used rare white sycamore for the raised and fielded panelling with mother-of-pearl inlays in the main-deck master suite."

"The mouldings are also of elegant taste without becoming tiresome. It is very rich but still very light. The master bath is decorated with sugar onyx and four different accent stones. In the VIP guest cabins, we chose a more modern style, with elegance brought by the materials. Boats are dull if the style is the same all the way through."

A second master suite is on the lower deck and features a large opening terrace just above the sea. Three twin guest cabins share the lower accommodation corridor. Horsfield also changed it up with chic touches such as tooled leather, tapestry walls, marquetry, marble and stainless steel with ebony and untreated teak for accents. Two gel-burning fireplaces create a cosy atmosphere, a necessity for a yacht that will spend much of its time in temperate rather than tropical climes.

When it came to the bridge the repair team created a 1:1 mock-up of the space, using full-size pictures of all the equipment faces to work out the layout with the captain. "That's the sort of stuff we do all the time when we update a ship," says Lamprecht.

The captain chose the helm's black and brown leather colour scheme to match the shore support vehicle's interior. Mozhayskiy had considerable input on crew areas, including an exercise area in







H2 Yacht Design's "timeless" design brief shines through in this lower deck guest cabin. The master (not pictured) has more embellishments, like sugar onyx, and four different accent stones



See more on the iPad edition

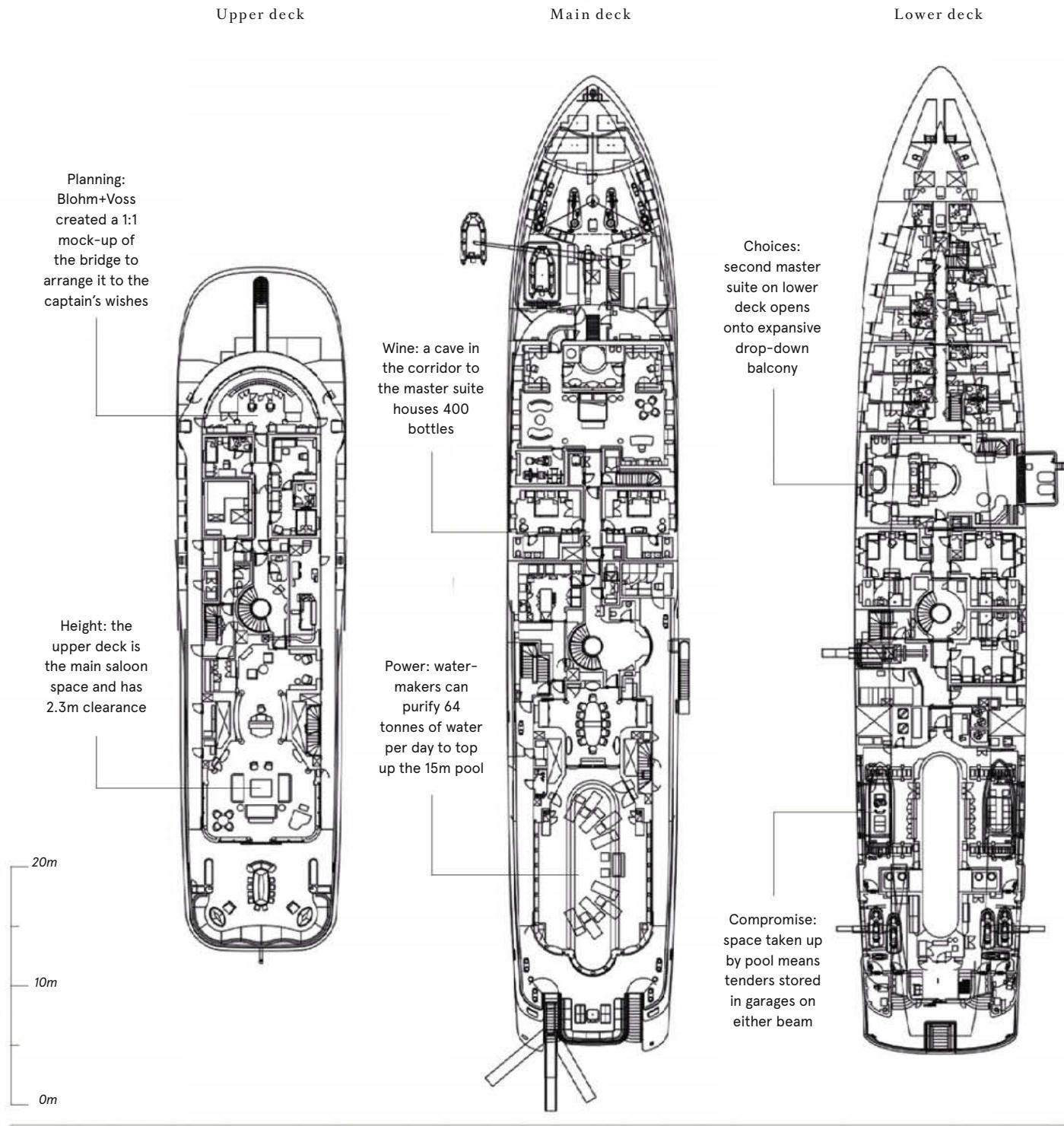
the bow to alleviate stress. "The crew have to have a way to work off steam and, at the same time, have a normal routine. Otherwise they are like cats in a box," he says. *Graceful* operates with a crew of 18 but can accommodate 25 in total, including staff and pilots.

The indoor pool, however, is not the only recreational area aboard the yacht. The helideck, built for an EC135, is linked to a reception deck and dining area – the most often used dining spot on the boat. Also on this deck, a gym and bar are forward, opening onto two plunge pools – one hot, one cold – next to a spa pool and sunpads. A sauna and a head with shower are tucked into the superstructure to starboard.

Graceful's first trip was from Germany to the Black Sea and the efficiency of the yacht was impressive; she arrived with nearly 45 per cent of her fuel remaining. At 12 knots, the captain calculates he has a range of 10,000 nautical miles.

Although the shipyard hit the delivery target and *Graceful* sea-trialled in December 2013, furniture maker Loher's financial stumble in 2013 and the company's subsequent absorption by Vedder, wrecked the schedule. But that was really just a minor hurdle in an epic production that at one point was, literally, on the rocks. But like all good films, this one has a happy ending – with the yacht that almost wasn't a mere two months late after a staggering 23-month build schedule. What scriptwriter could have come up with that? ■

Graceful - Blohm+Voss



LOA 81.5m
Beam 13.9m
Draught 3.75m
Gross tonnage 2,500GT
Engines 2 x MTU Friedrichshafen

16V4000 M70, 2,320kW
Speed (max/cruise) 17.6 knots/12 knots
Range at 12 knots 6,000nm
Generators 1 x MTU 8V2000 M50A; 2 x MTU 12V2000 M51A

Thrusters Jastram BU50F, 260kW
Fuel capacity 335,000 litres
Freshwater capacity 38,000 litres
Owner and guests 12

Crew 25
Tenders 1 x 8.2m limousine Yacht Werft Meyer; 1 x 7.5m Novurania open; 1 x rescue
Construction Steel hull, steel and aluminium superstructure

Classification Class and LY2 compliance Lloyd's # 100 A1, SSC
Builder/year Blohm+Voss/2014
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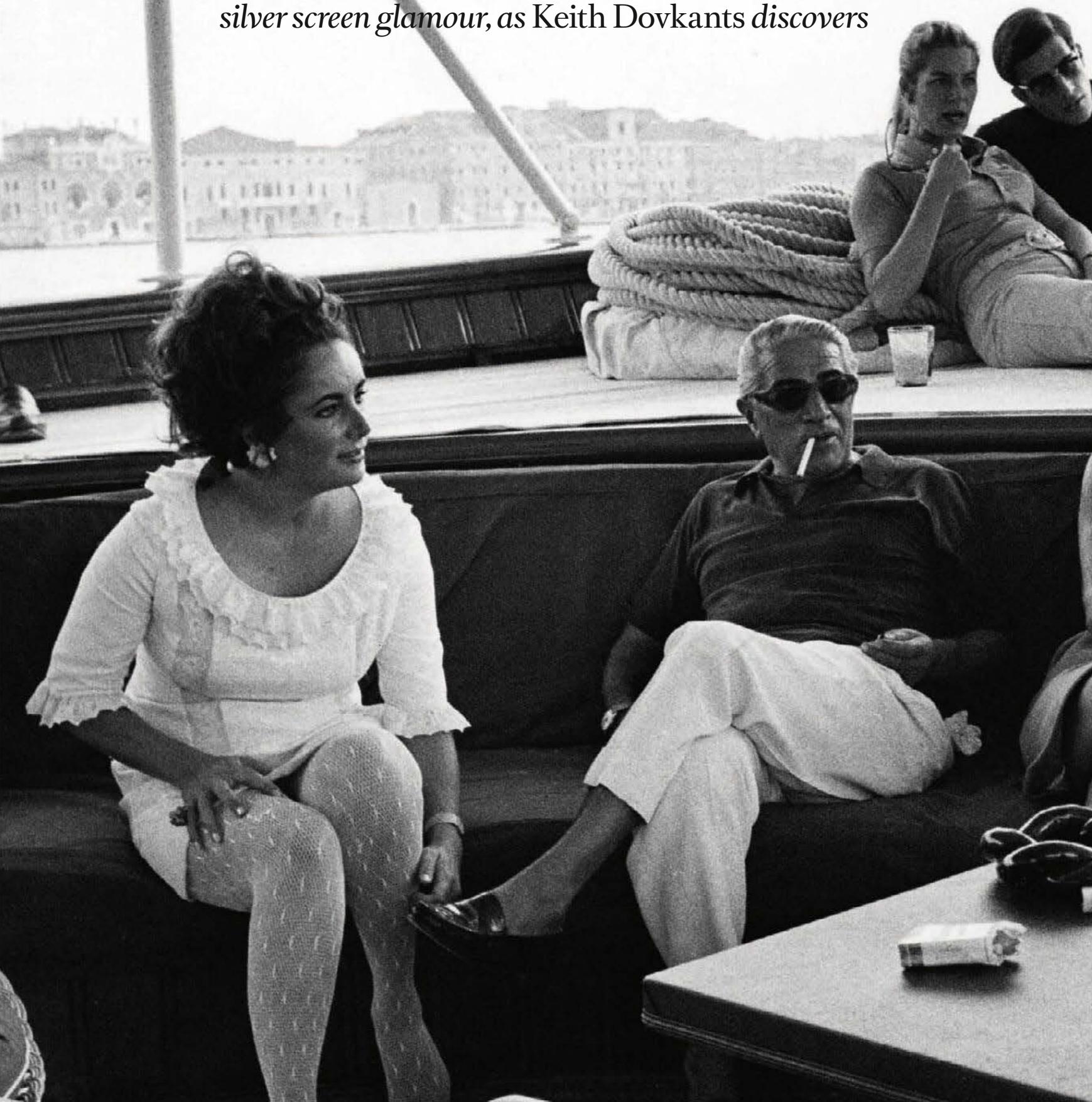
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Where Hollywood

Bogart, Burton, Flynn... Even today, boats that the stars once owned and loved retain an immortal sense of silver screen glamour, as Keith Dovkants discovers



legends live on



PHOTOGRAPH: HARRY FOX/REX FEATURES

Aristotle Onassis, second left, entertains Elizabeth Taylor, left, Richard Burton, third from the right, on board Christina in 1975. Christina was his pride and joy.

One crew member once said: "You could smash up a \$20,000 speedboat and not a word would be said, but spit on the Christina's deck and you were out of a job"

L

Lauren Bacall was the love of Humphrey Bogart's life, although as she wisely acknowledged she had to share his affections. "If ever I had a woman to be jealous of," she wrote in her autobiography, *By Myself*, "she was the *Santana*." This was Bogart's yacht, a pretty and slippery 16.7 metre yawl that Bacall said "enslaved" her film-star husband.

Santana is one of many yachts with a Hollywood history that have survived their celebrated owners. These vessels share a remarkable gift for overcoming age, neglect, even, in one case, a supposed ghost, to sail again. Restored classics are commonplace now but there remains an enchantment about boats that are linked to film stars such as Bogart that seems to speak of something approaching immortality. Just as their owners and guests live on in the films we still watch, so do the boats and the memories they hold.

Imagine sailing on the yacht aboard which Grace Kelly (by then Princess Grace) spent her honeymoon – well, you can. How about a night in the sumptuous suite where Aristotle Onassis seduced Greta Garbo? It's possible. What sailor with a speck of salt in their veins wouldn't love to see Errol Flynn's magnificent 36 metre schooner reaching in a fresh breeze? She's sailing in the Med.

These yachts and others like them still carry that sprinkling of stardust from the silver screen. The whiff of glamour lingers and lends a unique appeal.

Ingrid Bergman, Richard Burton and David Niven were frequent guests aboard Bogart's *Santana*. Niven recalled one such occasion in his memoir, *The Moon's a Balloon*. Frank Sinatra was on a chartered motor yacht nearby and came up to raft alongside. His boat had a piano and an impromptu concert took place there and then, with Sinatra singing right through the night. "People from other boats rowed over in dinghies," Niven wrote, "and sat in a circle around the two yachts, under a full moon, listening, until the sky began to grow light and the singing ended. Then they quietly rowed away."

It's tempting to imagine such moments seeping into the very fabric of *Santana*'s wooden hull. She is back to her original rig as a schooner now, under the ownership of a group of sailors from the US West Coast. They have embarked on a complete restoration that should see her sailing again this year.

Bogart would have approved. He used *Santana* most weekends and holidays for 10 years up to his death, aged 57, in 1957 and much of the sailing was around Catalina, off the California coast. Bogie raced, too, finishing first in his class in the San Clemente Island Race in 1950. "Bogie was in love ... and truly had everything he'd ever dreamed of," Bacall said of her husband's boat.

Santana is clearly steeped in Hollywood folklore but if ever there was a yacht crackling with the presence of screen gods and goddesses it is *Christina O*. This 99 metre vessel was built for the Canadian navy, sold off at the end of WWII and bought in 1954 by Aristotle Onassis, a Greek ship owner who would become the world's richest man.

Humphrey Bogart and his wife Lauren Bacall aboard his beloved 16.7m yawl Santana. As his son Stephen wrote in his autobiography: "While most people know that Bogie and Bacall had a great love affair, probably fewer know about my father's other great love – sailing. Specifically, it was with his 55-foot sailing yacht... The sea was my father's sanctuary"

Onassis used a big slice of his fortune to turn *Christina*, named after his daughter, into a floating palace. Panelling from impoverished English stately homes was used for cabins; a mosaic decorated the bottom of the pool, which rose to deck level to become a dance floor; and a grand piano, played by his lover, the opera singer Maria Callas, stood in the saloon. In the bar, stools were covered in leather from the foreskins of whales. Onassis delighted in telling his female guests perched at the bar that they were "sitting on the world's biggest penis".

And there were some famous women guests. By the 1950s Greta Garbo's Hollywood career was over but her ability to enchant was undiminished. In 1954 *The Guinness Book of Records* named her "the most beautiful woman who ever lived". Onassis, the supreme egotist, was captivated by her and *Christina* was part of his plan to seduce her. Garbo was invited

aboard and soon became a regular guest. Arriving at Nice railway station, en route to Monaco, Garbo found that Onassis had laid on an entire orchestra to welcome her as she stepped off the train.

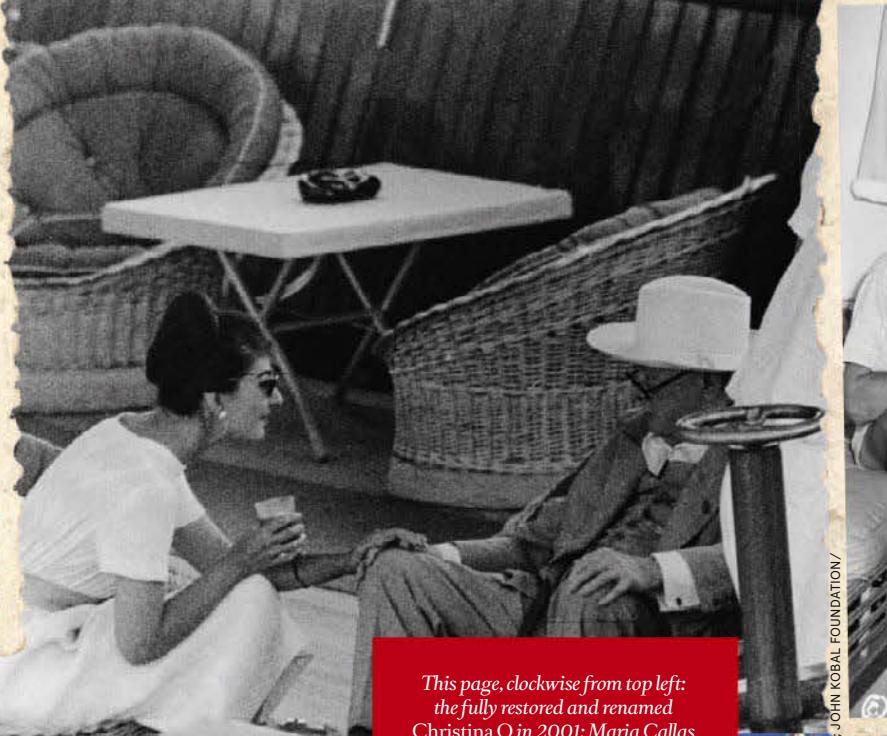
In 1957 Onassis met Maria Callas. It was only natural



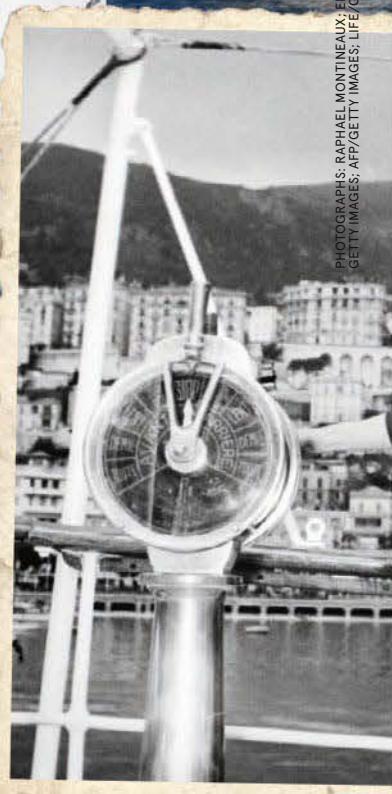


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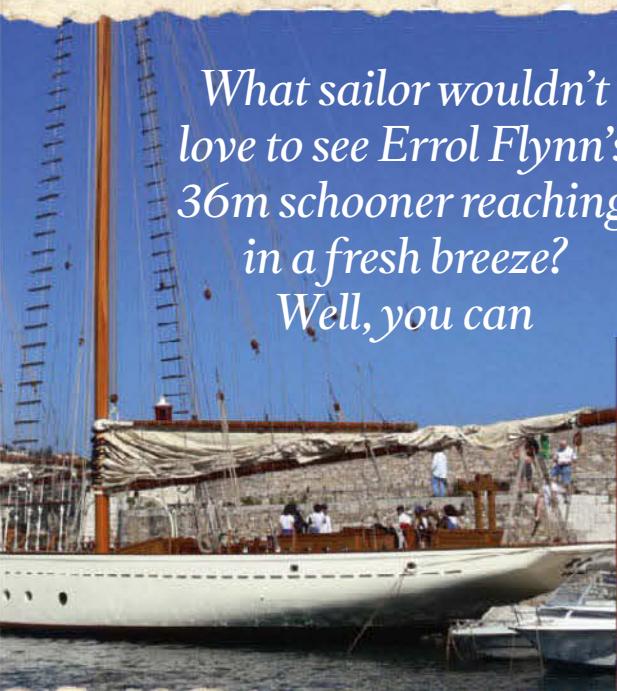


This page, clockwise from top left:
the fully restored and renamed
Christina O in 2001; Maria Callas
and Sir Winston Churchill on
Christina in 1959; the 99m yacht
moored in Monte Carlo; Prince
Rainier's 44.8m Deo Juvante II
greets Grace Kelly as she arrives in
Monaco aboard SS Constitution
in 1956; guests dine on Christina in
1954; Greta Garbo in the 1929 film
The Single Standard; the boat's
name is All Alone, of course





What sailor wouldn't
love to see Errol Flynn's
36m schooner reaching
in a fresh breeze?
Well, you can



Above right: Errol Flynn lived for many years on his 36m schooner Zaca, left. Above left: he hosts a birthday party for Rita Hayworth, centre, on board in 1946 (her husband Orson Welles is to her left); the Burtons' Kalizma, right, moored on the Thames in 1969, while, below, Taylor and Burton relax on deck off Sardinia during the filming of Boom! in 1967. Below left: Prince Rainier and Grace Kelly on board Deo Juvante II in 1956 as the American actress arrives in Monaco for their wedding





Elizabeth Taylor wears "that" diamond - the 69-carat pear-shaped stone for which Richard Burton paid \$1 million in 1969. Taylor is on board Kalizma before leaving for Princess Grace's 40th birthday party in Monte Carlo - the first time she wore the diamond in public. "Elizabeth's delight in it is a joy to behold," wrote Burton

that they become lovers, he said, because "we are the most famous Greeks alive today". At that time *Christina* attracted world attention, a floating crucible of celebrity. Onassis would sail her to Capri, or Venice, or perhaps to the island of Ithaca and throw a huge party. Richard Burton and Elizabeth Taylor were regular guests and Frank Sinatra, John Wayne, Peter Lawford, Grace Kelly and, in 1963, Jackie Kennedy, wife of the President of the US, all joined in the exclusive fun. Jackie slipped aboard one night in 1963, shortly before her husband was assassinated, for a cruise that led to an affair with Onassis and, later, marriage.

The yacht, like Jackie, now has an O after her name and is currently for charter. Camper & Nicholsons is listing her at £270,000 per week, plus expenses.

Onassis was a great friend of Prince Rainier III of Monaco and, when Rainier married the Oscar-winning actress Grace Kelly in 1956, Onassis presented the couple with an extraordinary wedding present: a 44.8 metre classic motor yacht from the 1920s. The vessel, which Rainier and Grace named *Deo Juvante II*, had been built for a wealthy Argentinian. It was acquired by Sir George Tilley, chairman of Prudential Insurance, in 1938, used by the British Royal Navy in WWII – to evacuate British troops from Dunkirk in 1940 and as a submarine chaser in the Solent – before being returned to Tilley after a complete restoration at her builder, Camper & Nicholsons. When Tilley died in 1951 the yacht was bought by one of Onassis's companies.

Princess Grace spent her honeymoon and some of the happiest moments of her early marriage aboard *Deo Juvante II*, cruising the Mediterranean; Corsica and Sardinia were favourite destinations. The vessel was sold in 1958 and had several owners until 2007, when she was bought by Quasar Expeditions, an adventure holiday company. Quasar refitted her and today she takes charter parties around the Galápagos Islands. As a nod to her Hollywood associations she is now named *Grace*.

Elizabeth Taylor was so taken with the relaxed life afloat she persuaded Richard Burton that they should buy a yacht. So began one of the most colourful relationships between Hollywood and the sea.

In 1967 the couple were at the height of their fame, adored across the world, not just for their talent on screen, but for the way they put beauty, style and astonishing wealth into

a husband-wife package. The vessel Burton bought was a GL Watson-designed steam yacht, launched as *Minona* in 1906. The Burtons paid \$192,000 for her and then spent six months and hundreds of thousands more on a complete refurbishment, adding artworks by Picasso, Monet and Degas. They renamed her *Kalizma*, after daughters Kate Burton, Liza Todd and Maria Burton. She had been re-engined with diesels and Burton wrote, with a touch of pride, that she could do 14 knots.

In 1969, while *Kalizma* was tied up in Monte Carlo harbour, Burton presented his wife with a fabulous 69-carat diamond. He had bought it from Cartier for \$1.1 million and it arrived aboard *Kalizma* under police escort. Taylor wore it for the first time a few days later (on a specially made necklace arranged

*While *Kalizma* was tied up in Monte Carlo harbour, Burton presented his wife with a fabulous 69-carat diamond, bought for \$1.1 million*

prominently on her trademark décolletage) at Princess Grace's 40th birthday party.

Kalizma was the Burtons' floating home for long periods during filming and was moored on the Thames at Rotherhithe in 1969 when Richard's film *Anne of the Thousand Days* was being made. In his memoir, *Richard Burton, My Brother*, Graham Jenkins recalled that *Kalizma* was once spotted in Portofino by one of Burton's former school-friends, Gladys Williams. She was leading a coach party around the region and walked up the quay to see if she could spot Burton.

Jenkins wrote that Williams gave her name to a guard on the yacht...

[He] did not seem inclined to move. Then an unmistakeable voice boomed out from the lower deck.

"Is that Gladys then?"

Rich appeared and threw his arms around his visitor. It was a great reunion, performed under the appreciative gaze of all the coach passengers who crowded against the nearside windows.

"Stay to lunch," commanded Rich.

"I can't do that," said Gladys. "I've got all this lot to look after."

Rich surveyed the crowd scene.

"Everybody stays for lunch," he decided.

"It was an afternoon to remember – four hours of champagne and caviar."

Kalizma was sold when the Burtons divorced (the first time, in 1974) and she is now owned by the Indian tycoon Vijay Mallya.

Errol Flynn, the great swashbuckler himself, was also a dedicated seafarer. In 1945 he bought a 36 metre schooner that had been requisitioned by the US navy for patrol service during WWII. The vessel was built in 1929, along the lines of the Canadian *Bluenose*. After major work, Flynn renamed her *Zaca* and took her on a long cruise before chartering her to Orson Welles for his film *The Lady from Shanghai*, starring Rita Hayworth. There are some terrific sailing shots in the film but the images of Hayworth on deck, at her most alluring, proved even more memorable.

Flynn ended up living aboard *Zaca* in Palma, Mallorca, until his death in 1959. The vessel moved to Villefranche, fell into disrepair and then attracted a strange reputation. A number of people reported seeing a ghostly figure, resembling Flynn, pacing her deck. Clinking glasses and laughter were apparently heard in her empty saloon. In 1979 a Catholic and Anglican priest conducted a joint exorcism. *Zaca* was later bought by an Italian businessman, extensively restored and based in Monaco.

Flynn would doubtless flash one of his dazzling smiles at the thought of his old boat being haunted, but *Zaca* and others are enriched by their histories. Stars of the modern era love boats, too, of course. The Cannes film festival would not be the glamfest it is without a sprinkling of Hollywood greats aboard superyachts moored along the Côte d'Azur. But this is a far cry from the golden age of Hollywood and yachting (a period from the late 1920s to the early 1960s).

Witness Vijay Mallya, owner of *Kalizma*, who has a special affection for Taylor and Burton's old boat. Mallya also owns the 95 metre *Indian Empress*, one of the world's most splendid superyachts. But can she really compete with a vessel that has a discreet brass plaque in her saloon, marking the spot where a Hollywood idol, inspired by his love for his beautiful actress wife, gave one of the most romantic and generous gifts in history? ■

AMERICAN



Photographer – Sean Gleason Stylist – Fiona Rubie

B E A U T Y

Preppy has never looked so chic - all you need is the boat to match



(l-r) Ryan wears Brioni silk and cashmere jumper, £450, +44 20 7491 7700. Richard James cotton gingham suit, £595, richardjames.co.uk. Gieves and Hawkes suede espadrilles, POA, gievesandhawkes.com. Jake wears Polo Ralph Lauren cashmere jumper, £225, ralphlauren.com. Gieves and Hawkes shorts, £125. Tod's suede loafers, £280, tod's.com. Becca wears Dolce and Gabbana silk stripe dress, £1,300, +44 207 659 9000. VickiSarge gold-plated brass, metal and Swarovski earrings, £196, cuff, £319 and ring, £182, vickisarge.com. Rupert Sanderson gold, leather and PVC sandals, £595, shoescribe.com. Marinus wears Paul Smith cotton polo shirt, £145, paulsmith.co.uk. Brioni silk trousers with leather belt, £510, +44 20 74917700. Gieves and Hawkes suede espadrilles, POA





(l-r) Ryan wears Polo Ralph Lauren wool knit jumper, £110. Richard James linen shirt, £175. Paul Smith cotton shorts, £230, paulsmith.co.uk. Gieves and Hawkes suede espadrilles, POA. Bremont ALT1-WT watch in stainless steel on leather strap, £4,195, bremont.com. Jake wears Gant cotton jacket, £350, gant.co.uk. Orlebar Brown cotton T-shirt, £75, orlebarbrown.co.uk. Polo Ralph Lauren cotton knot shorts, £110. Tod's suede loafers, £280. Becca wears Preen silk dress, £1,389, matchesfashion.com. Rupert Sanderson suede sandals, £735. VickiSarge gold-plated brass, metal and Swarovski earrings, cuff and ring, as before. Marinus wears Johnstons of Elgin cashmere jumper, £695, johnstonscashmere.com. Brioni cotton checked shorts, £990, +4420 7491 7700. Gieves and Hawkes suede espadrilles, POA. Bremont ALT1-C in stainless steel on leather strap, £4,145 Silk scarf stylist's own





Richard James wool and linen suit,
£995, and silk scorpion tie, £85.
Polo Ralph Lauren linen shirt, £110.
Bremont ALT1-C watch, as before





(l-r) Becca wears Philosophy cotton dress, £294, [albertaferretti.com](#). Tory Burch leather tassel bag, £690, +44 20 7493 5888. VickiSarge gold-plated brass, metal and Swarovski earrings, ring and cuff, as before. Blackout II gold ship necklace, £24, [blackout2.com](#). Jake wears Gant cotton jacket, £250. Richard James silk tie, £85. Tommy Hilfiger stripe cotton shirt, £85, +44 20 3144 0900. Orlebar Brown cotton chinos, £195.

Tod's suede loafers, £280. Ryan wears Ralph Lauren Black Label linen coat, £895, and linen trousers, £225, [ralphlauren.com](#). Richard James cotton shirt, £165. Gieves and Hawkes suede espadrilles, POA. Bow tie stylist's own. Marinus wears Nude linen jacket, £465, by Richard James. Gieves and Hawkes cotton and cashmere jumper, £595, and suede espadrilles, POA. Brioni cotton and silk trousers, £395.

Hair by Arno Humer, [arno-humer.com](#); and by Moroccanoil, [moroccanoil.com](#); skincare by Radical Skincare, [radicalskincare.com](#).

Digital assistant Adam Phillips. Stylist's assistant Natasha Heasman.

Thanks to Graeme Bulcraig at Touch Digital. Thanks also to the Ocean Reef Club, Key Largo, Florida ([oceانreef.com](#)). The 20.7m Tireless is available for charter at the Ocean Reef Club; go to [tirelesscharters.com](#)

TIRELES

*Versace silk cady dress, £1,109,
versace.com. Rupert Sanderson
leather and PVC sandals, £595,
shoescrbe.com. Blackout II sailors'
hat, £45. VickiSarge gold-plated
brass, metal and Swarovski earrings,
ring and cuff, as before*



LIGHTS, CAMERA, BOAT!

They can be scary, romantic, majestic and even funny – and there is certainly no shortage of them – but do films about yachts accurately capture the pleasures and challenges of life at sea? Jonathan Foreman investigates





I can honestly say that I hate feature films that depict sailing. Almost every single one of them gets it wrong. The sails are on the wrong side of the boat. They say they're tacking when they're gybing – the terminology is always wrong. And half the time you can see that they're on power." So says legendary America's Cup yachtsman Ken Read when asked which films best portray the sport.

If there's one thing Hollywood seems to specialise in, aside from entertainment, it's dispensing with inconvenient facts in the name of that entertainment. Everyone has watched a film portraying their pet subject and shaken their head in amazement at just how wrong it is. Hollywood has disappointed serious sailors in the same way it disappoints serious mountain climbers.

Read even hates *All is Lost* (2013), the recent Robert Redford film praised by critics for its realism. "Hitting a floating container in a drifting calm and tearing your boat up? I've sailed around the world twice and I've never seen one. And [in the film] it was blowing three knots! And they figured out a way to heel the boat the wrong way so it fills with water. Please!"

Sometimes they get it right, however. There's one in particular that Read does rate: the one most serious sailors will cite and that gets the most praise on sailing websites. It's also sufficiently obscure that these days only serious sailors remember it: Carroll Ballard's 1992 film *Wind*. Starring Matthew Modine, Jennifer Grey and Stellan Skarsgård, it's actually about America's Cup competitors and is loosely based on Dennis Connor's retaking of the trophy in 1987.

Wind works hard to convey the excitement of racing – using real boats and real crews in real conditions – as well as some of the basic technical elements of the sport, like how one

boat can take the wind of another. Arguably it works so hard at getting things right that the storytelling suffers, and the film was not a big box-office success.

Read also thought Peter Weir's 2003 adaptation of Patrick O'Brien's novel *Master and Commander* "was not bad" in its depiction of the world of square-rigged ships – and indeed the filmmakers strove to make it authentic, even building a working replica of a late 18th-century frigate.

Mike Joyce, CEO of Hargrave Custom Yachts in Fort Lauderdale, is also a fan of that film's authenticity. "For an actual sailing film, no question about it, that's my favourite," he says. "The movie realistically captured everything about what it was like to sail the world at a time when there was no coast guard or satellite communications to help you, just you, your ship, and almighty God. They masterfully recreated my single biggest fear: to be woken out of a sound sleep on a stormy night by the bosun yelling, 'All hands aloft!' after the captain ordered an emergency change of sail to avoid capsizing."

But on the downside, says Read, there are the *Pirates of the Caribbean* films. "Those ships are obviously not sailing and half the time the sails are going backwards.

"I don't understand why they don't have a sailor sitting next to the producer (during a film's planning and production). It's always bugged the living crap out of me. It's blowing the chance to make sailing look beautiful, more authentic and more exciting."

But there are good reasons why sailors like so few sailing films. It is intrinsically difficult to capture on film some of its challenges and pleasures, not least because, as sailor-screenwriter Mark Horowitz says, "The thing about sailing is that [from the outside] you can't

BOATING FILMOPEDIA

From schooners to superyachts, there's a movie for every enthusiast

Many boat-related films can be roughly divided between those in which the drama centres on man's struggle against a natural force (perfect storms, great white sharks, the ocean) and those in which the peril comes from other people (mutinous sailors, brutal captains, pirates...)

MAN VS NATURE

This includes some of the most popular films made, including *Jaws* (1975), *The African Queen* (1951), *The Old Man and the Sea* (1958) and James Cameron's *Titanic* (1997).

MAN VS MAN

This doesn't always throw up the best films, although many would argue that *A Night to Remember* (1958) actually portrays the last voyage of *Titanic* more powerfully than Cameron's film, as well as more accurately.

Decades after the last pirate films had been made, and with maritime blockbusters like Errol Flynn's *Captain Blood* (1935) all but forgotten, the world of the great 18th century square-rigged ships was again evoked in films like *Amistad* (1997), *Pirates of the Caribbean* (2003) and *Master and Commander: The Far Side of the World* (2003).

MAN VS MAN AND NATURE

In WWII thriller *The Guns of Navarone* (1961) a storm encountered by the Allied heroes on their fishing boat is more dangerous than the German Navy. In *The Cruel Sea* (1953) you can almost feel the icy water crashing over the bow. There's the same dual challenge in the various films made about the mutiny on the *Bounty* (most film buffs prefer the 1935 original), all of which depict the real-life survival struggle of the overthrown Captain Bligh and his men after they are cast away on a longboat in the middle of the Pacific.



BOAT BLOCKBUSTERS A REALITY CHECK

THE POSEIDON ADVENTURE (1972)
COST \$5M

REALITY CHECK 2/10
Tsunamis out at sea tend to be rolling, not crashing, as in this film. And the air pressure inside would have blown their rescuers off the hull when they cut into it.



OVERBOARD (1987)

REALITY CHECK 9/10
Diva superyacht owner loses her temper when her shoe wardrobe is built in the wrong wood and her husband runs off with a younger woman. Sounds about right.



DEAD CALM (1989)
COST \$10.4M

REALITY CHECK 7/10
Two boats meet in the middle of the Pacific. One contains a psycho. Nicole Kidman shoots her dog with a harpoon. Apart from that, the sailing was fine.



WIND (1992)

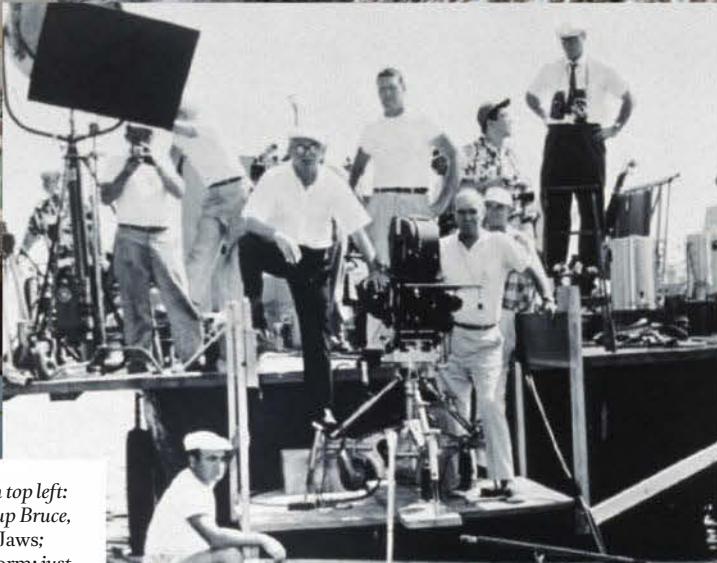
REALITY CHECK 8/10
Probably the most authentic sailing film ever made – partly thanks to genuine America's Cup sailors being on set; sadly it didn't help at the box office.



WATERWORLD (1995)
COST \$175M

REALITY CHECK 2/10
One scene famously shows Kevin Costner raising his sail in light airs to escape some jet-skiing pirates and a second later somehow tearing along at speed.





Clockwise from top left:
Spielberg sizes up Bruce,
the shark in *Jaws*;
The Perfect Storm: just
how big were those waves?
Monroe and Curtis play
it for laughs in *Some
Like It Hot*; the rather less
amusing real-life thriller
Captain Phillips; Bond
disregards health and
safety in *Casino Royale*



actually see what's going on, or in a race even tell who is ahead." Someone who has never sailed and who doesn't understand the basics of how sailboats use wind is not going to appreciate what goes into the sport.

Add to that the fact that film can't convey the smell of the sea, the feel of the wind on your face, the sense of flying – or falling – as a boat heels; it can only suggest at aching muscles, the feeling of freezing soaked clothes against your skin, the pain of hands rubbed raw. These, arguably, are the main reasons behind the sport's elitist image and why sailing isn't a huge success on TV (although computer graphics have helped explain it and widen its appeal) compared even to rowing.

And what about superyachts or other oceangoing craft? It can be a fun game to play while you watch: figuring out what's real and what's not, or spotting the goofs. That huge onboard bathroom for *Skyfall*'s shower scene in 2012? A film set. The actual owner of 56 metre *Regina* tells us all about it on page 88.

What about that turbocharged cruise liner on the much-derided turkey *Speed 2: Cruise Control* (1997) – how fast could it go, again? Or the evil Largo's even faster superyacht in *Thunderball* (1965), which could also separate into two pieces at the push of a button. Never mind the physics-bending involved in capsizing a liner, then giving passengers a chance to survive it, for *The Poseidon Adventure* (1972). Then there's the onboard party in *Some Like it Hot* (1959) with its mysterious lack of crew, the impossible racing turns in Kurt Russell's comedy *Captain Ron* (1992), aboard a boat that somehow also managed

a complete refit – while at sea...

But authentic or not, film studios love boats and ships, and have done so since the dawn of the industry. They love the ocean too, although it is notoriously difficult and costly to film on water (one of the main reasons 1995's *Waterworld* was the most expensive film of its era). Michael Williams-Jones, former president and CEO of United International Pictures, points out that, "While film and water go together spectacularly well, it's very, very difficult to film at sea. If you have to reshoot a scene, the water or sky can have changed colour. Clouds, light, wind, all can change so fast. It's why so often boat films are shot in tanks. Filming at sea is one of the most difficult – and most satisfying – things."

Filmmakers are drawn to maritime themes partly because they have an intrinsic glamour, whether superyachts, schooners, powerboats or ocean liners, but also because the confined world of a vessel on water makes an ideal stage for conflict and resolution. There is also the beauty of boats and the sea itself. Finally there is the peril inherent in being on a vessel; even if that danger isn't the theme, it adds spice to any thriller, romance

or comedy. As the 18th century sage Dr Johnson famously said: "Being in a ship is being in a jail, with the chance of being drowned."

Williams-Jones, who grew up sailing, argues that despite the costs and the inherent production problems, films are a wonderful medium for capturing the enormity of the ocean and the appeal of boating. "In a film like *The Cruel Sea* (1953) you feel the bitterness. If you look at *All is Lost* the ocean is the real star of the film." ■

ONBOARD OPPRESSION

Shipboard oppression and mutinies make powerful and popular drama. You get a strong sense of that in *Moby Dick* (1956) with Gregory Peck (who also played Captain Horatio Hornblower in the 1951 film of that name), from submarine films like *The Hunt for Red October* (1990) and *Crimson Tide* (1995) and Humphrey Bogart classic *The Caine Mutiny* (1954).

One peculiarity of maritime films is that they are disproportionately based on real-life events. That is as true of *All is Lost* and *Captain Phillips* (2013) as it is of *Titanic*, *Mutiny on the Bounty* and 2015's *In the Heart of the Sea*. But at the same time, boat films have the capacity to unleash the imagination. Many science fiction epics are really just boat films set in space.

ROMANCE, ELEGANCE AND GLAMOUR

For much of film history, boats have signified romance, elegance and glamour as much as peril, drama and adventure. This was especially true during the age of the great liners. *Love Affair* (1939) starring Irene Dunn and Charles Boyer (remade as *An Affair to Remember* in 1957) and two justly celebrated Fred Astaire musicals – *Shall We Dance* (1937) with its score by the Gershwin brothers, and *Royal Wedding* (1951) – are largely set on liners. In mid 20th-century films smaller boats could also evoke glamour and romance. Who can forget the famous scene in *High Society* (1956) when Bing Crosby serenades Grace Kelly on board his schooner *True Love*? From the 1960s the Bond films – almost all of which feature stunning boats and speedboat chases – established superyachts as objects of desire, even if the boats in question tend to be owned by criminals and psychopaths. And it is almost certainly true that these are the films that inspire many young people sitting in cinemas far from the sea with their first yearning desire to taste the magic of boats.



BOAT BLOCKBUSTERS A REALITY CHECK

SPEED 2: CRUISE CONTROL (1997)
COST \$160M

REALITY CHECK 1/10
"Awful": most critics. The ship uses a lat and long that doesn't exist, boats explode for no reason and the cruise liner travels at full speed on only one engine.



THE PERFECT STORM (2000)
COST \$140M

REALITY CHECK 3/10
Based on a true story, right up to the point Clooney and his crew climb a wave far bigger than the 9m peaks experts estimate the fishing boat really experienced.



MASTER & COMMANDER (2003)
COST \$150M

REALITY CHECK 7/10
Some anachronisms aside, this is as faithful a representation as it gets of life on board a Royal Navy frigate in the 19th century – even the weevils.



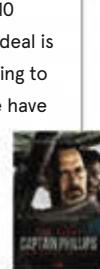
ALL IS LOST (2013)
COST \$9M

REALITY CHECK 6/10
Misses the mark with some wind/heel inaccuracies, and elderly star Robert Redford climbs back on board in a heavy storm suit after being thrown overboard – nope.



CAPTAIN PHILLIPS (2013)
COST \$55M

REALITY CHECK 7/10
The terror of the ordeal is all very real, according to accounts, but there have been accusations that the captain wasn't quite as heroic as portrayed.





Clockwise from top left:
Spencer Tracy in *The Old Man and the Sea*; faithful recreation in *Master and Commander* (and middle left); Warren Beatty and Annette Bening in *Love Affair*; Bond holds on tight in *Spectre*; *Titanic* shows the final plunge; a report of the actual sinking





MED IN HEAVEN

Why live through those sudden storms, when you can simply outrun them? Heesen's sporty yet comfortable 40 metre cruiser could be the perfect Mediterranean superyacht

Words - Stewart Campbell

Photographers - Jeff Brown/Superyacht Media; Emilio Bianchi





The garage folds down beyond 90 degrees to allow for easy retrieval of the tender. Below: the pronounced spray rail keeps things nice and dry on deck when hammering along at 29 knots. Right: furniture on the flybridge isn't fixed so can be moved around





“Still” is not *Galatea*’s natural state. This is a superyacht designed, engineered and manufactured to run fast, with a pair of MTU’s latest 4000 series engines doing the heavy lifting. So successful was Heesen in building this slippery sportster that it hit 29.7 knots on sea trials, 2.2 knots above its contracted design speed. It’s a little out of character, therefore, to see it leashed to the dock at Beaulieu-sur-Mer in the French Riviera, its low-down, sharp-nosed profile pointing to land, rather than out to sea.

But all thoroughbreds need time to recover, and this one’s taking it easy after a first season that saw it travel a very healthy 7,600 miles, visiting Cyprus, Turkey, Greece, Spain, Italy, Corsica and Monaco, where it made its first public appearance during the yacht show in September. “She’s the perfect Med boat,” reports skipper Thierry Pastor. “With all the micro-climates, her power means you can always get out of trouble. Just pull up the anchor and away.”

Galatea is the first in a new line of 40 metre models from the Dutch manufacturer, and replaces Heesen’s established 37 metre, of which 10 were built. This isn’t simply some stretched version of the former model, though, with a bigger bathing platform and a new hardtop: *Galatea* has a brand new hull and superstructure design, and an improved layout. She was designed inside and out by Omega Architects, which has given her a comfortable interior of contrasting

tones with an art deco edge. Real connoisseurs might identify the style as inspired by the Dutch handcraft period and the Amsterdam School. Either way, it’s just idiosyncratic enough to make it a brave decision for Heesen to install this interior on a spec boat – but it paid off, with the owner signing on the dotted line not long before the yacht’s launch.

From the water, the new model doesn’t look as sharp as the 37 metre, but that’s no bad thing. It’s more upright and purposeful and now incorporates a really pleasing “tick” in the rear superstructure. But none of the earlier models’ DNA has been lost, which was important to the owner, who says he was attracted to *Galatea* by her “sporty design and cruising speed”. Windows have been improved all around, with the main beneficiary being the owners’ cabin, which gets much more light thanks to broader windows that taper less aggressively. New technologies have also been incorporated to improve space and comfort for those on board, notably a Heinen & Hopman HVAC system that cools the engine room with sea water, negating the need for massive – and noisy – fans on either beam to suck in air. This has freed up space inside to the rear of the saloon and means there’s less annoying ambient whirr. Serenity is further promoted by a pair of Seakeeper gyros either side of the tender garage to keep things rock steady at anchor.

The engine room’s not one for swinging cats, but there’s still room to get around the two big MTUs, which in many ways are the main event. The yacht was designed from the ground up with the punchy 3,600hp engines in mind – a decision that appealed to skipper Pastor, who has known the owner since 2011 and helped him shop for a yacht to replace his 23 metre Sunseeker. “I said to the owner, a fast boat can go slow, but a slow boat cannot go fast,” he recalls. “I prefer to escape bad weather than be in a displacement hull and ride it out. A displacement boat wallows; an aluminium boat can be sloppy, but you can also burn through it out of trouble. There’s no pleasure to be in a storm.”

Galatea’s semi-displacement hull was put to the test during one nasty crossing of the Golfe du Lion, though. It was a “very bad night”, Pastor says, which left him and the stewardess barely on speaking terms. “Nothing was broken,” he says proudly. “We took on a lot of water, but none made it inside.” A bigger boat might have given them an easier passage, but the beauty of a 40 metre hull is the access it grants you. *Galatea* tucks into Beaulieu where the maximum length is 45 metres, and can sneak into most Med ports, while bays inaccessible to the big boys are well within the reach of this 40 metre. In his first season on the helm, Pastor found a sweet spot between performance and economy at 20-22 knots, but says *Galatea* provides a very comfy ride at 25-27 knots as well. For short coastal hops, he tends to sit on 12-14 knots, and maintains 14-16 knots during night passages. At 12 knots, her range is 2,200 nautical miles, a 400 nautical mile improvement on the 37 metre.

Galatea packs more volume than her predecessor as well: 321GT versus 245GT. This doesn’t mean you’re getting vaulted ceilings and bathrooms you can play tennis in – this is a sport yacht, remember – but there’s no obvious pinching inside. In fact the only time you ever feel space is a little tight is when walking around the massive dining table to the rear of the saloon – but it doesn’t have to be that big. Frank Laupman from Omega Architects says he put the main dining here to “make the saloon feel as spacious as possible”. That dining table is beautiful, though, and it’s here, on entering through the cockpit doors, that you get your first hit of the brass-edged, geometric art deco vibe. The whole dining space, meanwhile, ripples with circles. “The dining

Concentric circles, dark and light wood and lots of brass highlights give the main saloon an art deco edge



table has concentric inlays and the table itself is round on purpose to match the round shaped room and rounded windows," says Laupman. "And the ceiling lamp is surrounded by a circular ceiling decoration."

Lights and darks bounce off each other, with the wood - Coromandel and light oak - faithful to the pre-WWII design period that inspired the interior. "Light stained oak was used on a large scale [back then] since the oak tree was available on a large scale in the Netherlands," says Laupman. "Dark stained Coromandel was highly exotic and exclusive, used for details mostly to get a sense of precious luxury." Nowhere on board - except the galley - will you see stainless steel or chrome, which are "cold", according to the designer. Instead "warm" bronze was used on lighting panels, lamps, bathroom fixtures and surrounds. The approach has added intimacy to the main deck area, especially when the blinds are down and a film is playing on the big TV screen.

The layout isn't wildly different from the later-generation 37 metre Heesens, with a main-deck dining area and saloon leading onto the master suite forward. One big improvement is the galley, which has a bigger footprint. A small bureau with a clever chair that folds away flush gives purpose to the master cabin's lobby, and beyond that are the main sleeping quarters and full-beam bathroom. The owner says his cabin is one of his favourite places on board, thanks to its space and silence. The art deco feel continues in here, and also downstairs in the guest accommodation, which comprises a full-beam VIP amidships, two twins forward and another full-beam double, all of which are en suite.

The main access through the yacht - for crew and guests - is via the central stairs, which run from the lower deck up to the raised pilothouse, then out onto the flybridge. It's wide-open spaces up here. The original order included a spa pool and sunpads, but the owner hasn't fitted these yet, so they remain in storage in Beaulieu. They're something he's considering, but in the meantime he's happy with the space offered by the expansive top deck, which he used extensively for exercise during the summer season. It's testament to the stability of *Galatea* that he was able to continue exercising up here even on passage. There's no bar on the flybridge, and none of the furniture is fixed, so it really does present plenty of layout options. The hardtop is a permanent fixture, though, and offers good protection. Biminis can be erected over those bits of deck it doesn't cover to offer total shelter from the sun.

Access forward to the sunken foredeck and sunpads is through a door to port of the upper helm. It slides out easily, and allowed Heesen to stay within class rules (*Galatea* is full MCA coded) and keep her guardrails low at the same time. These minimal railings atop the bulwarks help sleeken the profile and mean cool isn't compromised. More lounging space can be found at water level when the big bathing platform folds down. It lowers beyond 90 degrees to make tender retrieval simple. No high-tech, over-engineered solutions here, just Teflon slides, which the crew bolt to the tender garage floor to get the Seadoo and five metre RIB back on board with the help of a winch.

The toys in the garage, including the obligatory SeaBobs, are for the owner and his family's use only - *Galatea* is a private yacht and not for charter, despite her commercial use coding. That might not be the case for much longer, since the owner is already looking to go bigger after a season with *Galatea*, and she's now on the market for a snip under €20 million. She'd make a great buy. Sometimes the first hull in a series can be compromised by a yard's experimentation with design, fit-out and technology, with the sweet spot found a few boats into the production run. But *Galatea* benefits from the considerable proving ground that was the 37 metre, and there's not a lot she doesn't nail, especially where it really matters - out at sea with the throttles hard down. ■



Railings are kept minimal on bulwarks to keep the profile low, while forward of the bridge is an expansive sunpad. Opposite: that big circular dining table on the main deck is good for 10, with all table settings kept in units just beyond it

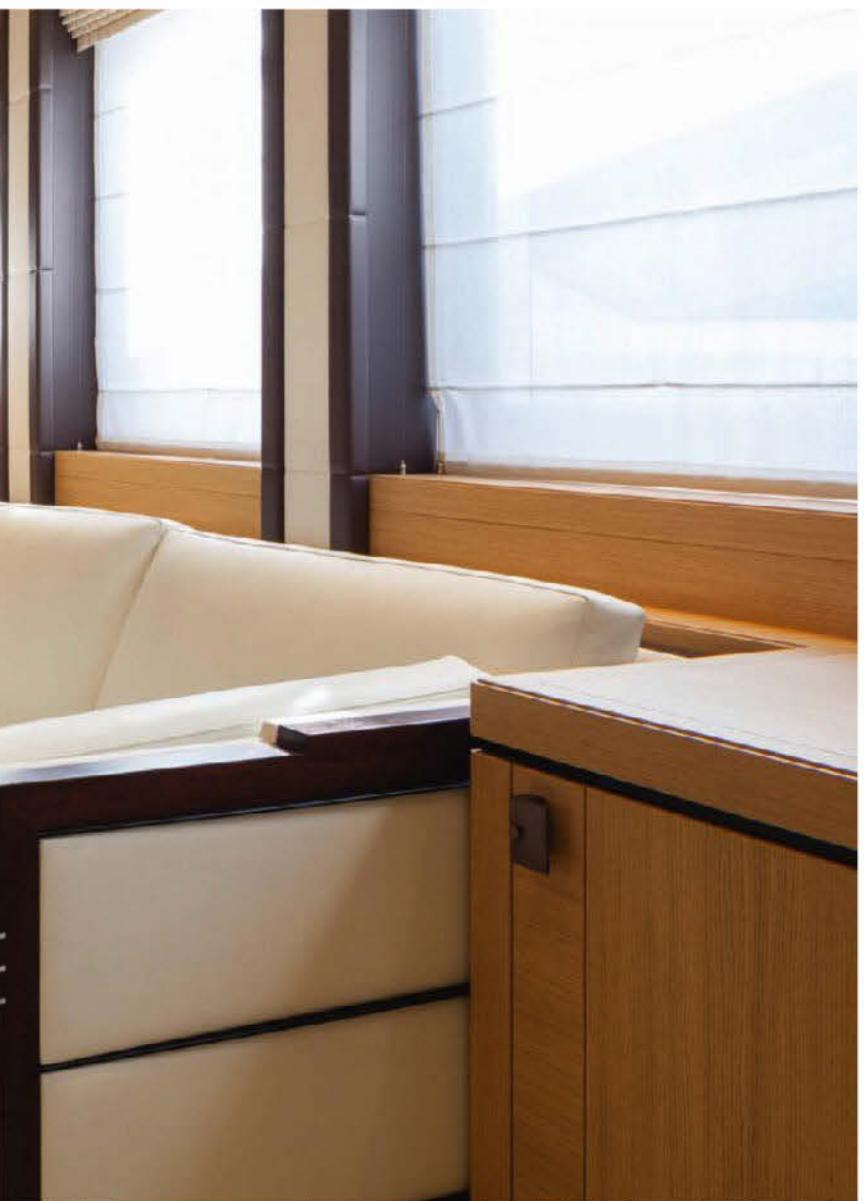






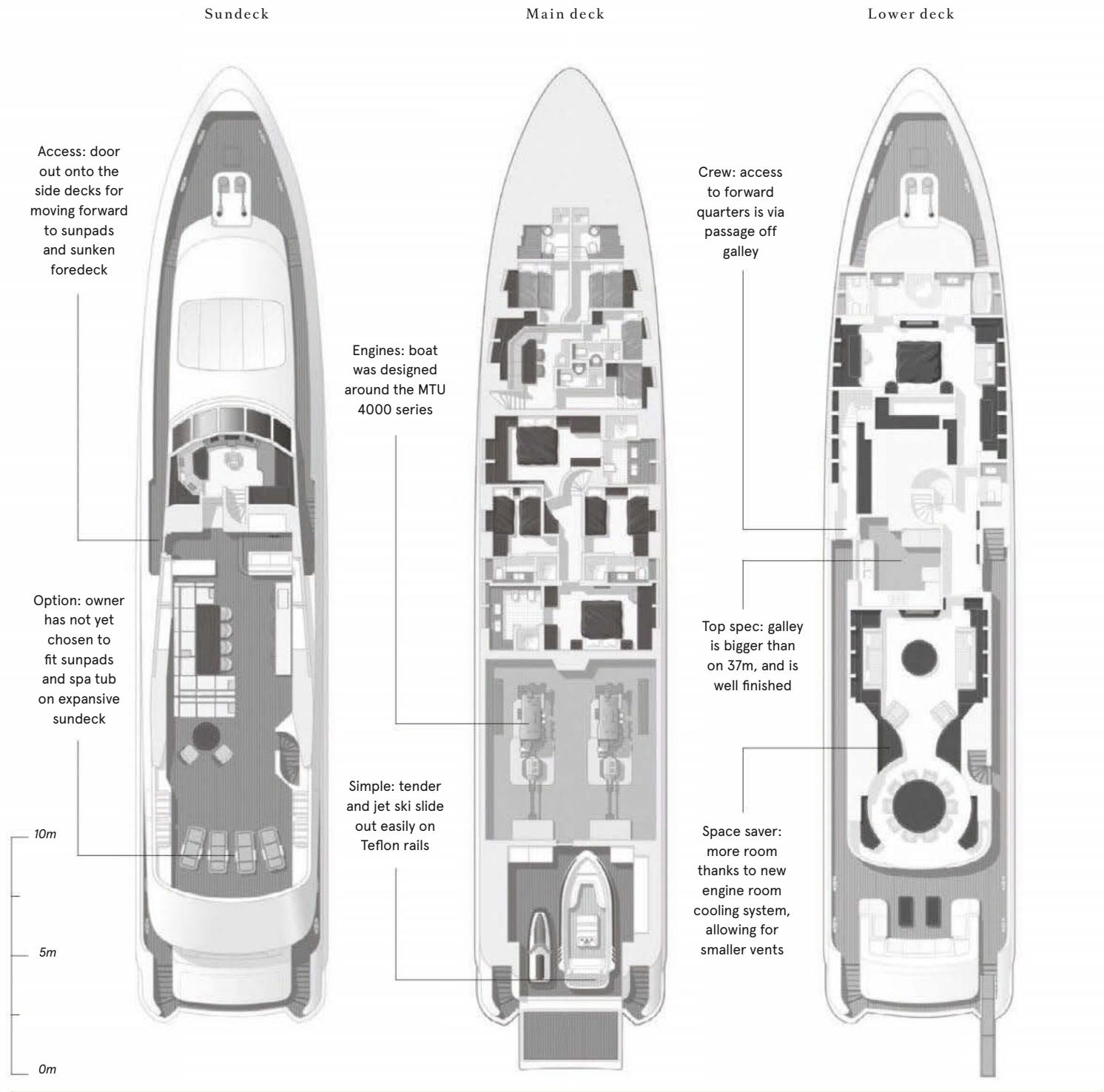
Above: another view of the intimate dining area, which opens on to the cockpit. Left: the headboard in the VIP cabin on the lower deck. Below and right: the main-deck master cabin, with its much improved windows over the 37m design and warm, bronze touches in the bathroom





S P E C S

Galatea - Heesen Yachts



LOA 40m	Speed (max/cruise) 29 knots/27 knots
Beam 8m	Fuel capacity 36,000 litres
Draught 2.25m	Range at 12 knots 2,200nm
Gross tonnage 321GT	Freshwater capacity 8,000 litres
Engines 2 X MTU 16V 4000 M7 3L	Owner and guests 10 Crew 7 Generators 2 x Kilo-Pack, 50kW Thrusters Hydromar, 63kW

Construction Aluminium	Omega Architects
Classification MCA, ABS, A1 Yachting Service, AMS	Interior design Omega Architects
Naval architecture Van Oossanen Naval Architects; Heesen	For sale Camper & Nicholsons Monaco
Exterior design	Jordan Waugh t: +31 7 97 97 77 00 m: +33 6 80 86 73 39

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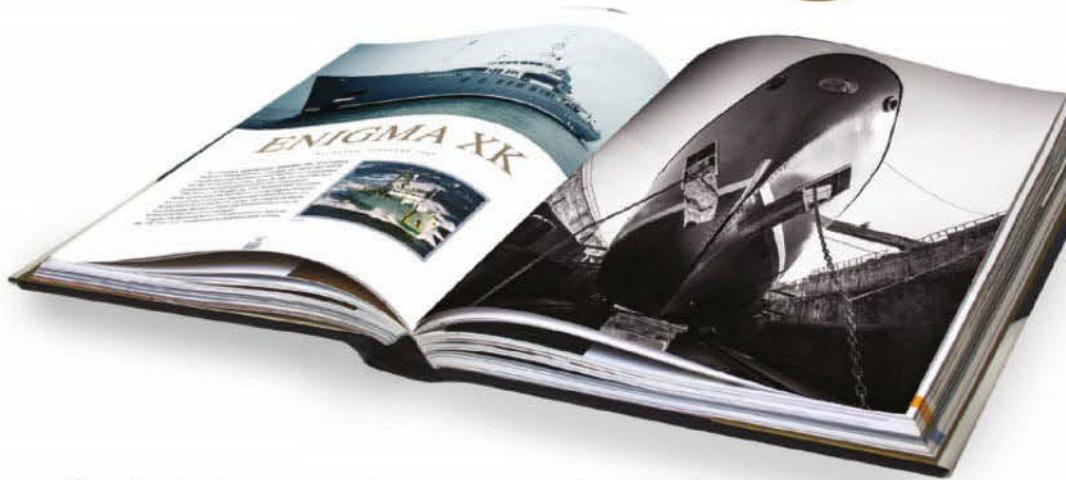


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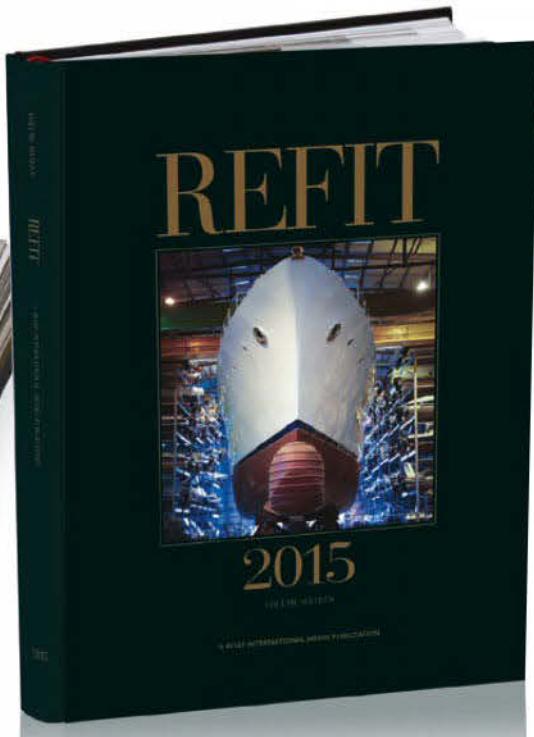


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Future perfect

Yachts such as Solandge and Maltese Falcon have stunning movie theatres but, says Henry Farrar-Hockley, designers should beware: such technology is already steaming even further ahead

The desire and capability to augment yachts with Hollywood-grade cinemas has never been greater. Over the past few years onboard cinema rooms have graduated from novelty to necessity, not just for private owners who view their yachts as an extension of their homes – with all the creature comforts that go with them – but a charter clientele who want the best of everything at their fingertips.

In this new technological era, the challenge for boat owners is how to maintain their cutting-edge credentials. For while the trailblazing progress of technology is a perpetual draw for newspaper column inches, at the very high-end of the market the latest luxury benchmark devices often slip under the mainstream media radar. Last year, for example, a limited edition “television”, modestly dubbed Zeus, was launched by nascent British manufacturer Titan with the minutest of fanfare, despite breaking the record for the world’s largest indoor screen. With a diagonal span of 9.4 metres and an unfeasibly lifelike, 281 trillion-colour resolution, it represents the pinnacle of non-commercial cinema screens.

At five metres high, Zeus is too big to be accommodated by all but the most colossal of yachts. It nonetheless exemplifies what can currently be achieved at the bleeding edge of audio-visual tech, and where better to showcase such groundbreaking entertainment than at sea?

Take the Lürssen-built *Solandge*, the 85 metre yacht for charter launched in 2013, which boasts not one but two cinemas. Travis Ludbrook, *Solandge*’s senior chief engineer since its pre-build phase, says: “The owner pretty much knew what he wanted, having had the opportunity to deal with some problems on his other 60 metre Lürssen.

“We wanted to make it bigger and better for him. A bigger boat,

bigger expectations, and with a different clientele in mind for chartering between a 60 and an 85.”

The results are eye-opening: up top, an outdoor cinema doubles as a Glastonbury-standard PA system (the owner’s family being more than a little partial to open-air karaoke) with a singing platform extending out over the spa pool, while a drop-down, four metre screen is lit up by a 4K-ready projector from Italian manufacturer SIM2, a veritable Ferrari of its field. “Downstairs is the main event, though,” Ludbrook enthuses. “It’s a room of four metres by seven metres, and the guests get to enjoy motorised, multiplex-style seats that fully recline – while a sofa at the back of the room seats six people.”

The projector, another 4K-compatible SIM2 behemoth, fills a 115-inch canvas with a glorious 3D picture, while the immersive 7.1 surround-sound speaker system is engineered by British marque Bowers & Wilkins. As well as a Kaleidescape film server, two dedicated Apple TV boxes – one for the owners and a second for guests – stream video direct to the giant screen from an iPhone. Naturally, popcorn is provided as standard.

The elephant in any onboard screening room is obsolescence. With yacht builds taking years to complete, and innovation cycles often lasting only a few months, how do you go about future-proofing your ocean-bound cinema at the initial planning stage? Involving the key specialists and consultants early on in the project, for one – although this is now the rule rather than the exception.

“The key is flexibility and an open architecture system,” advises Ken Freivokh, whose eponymous design consultancy provided the inspiration behind the 88 metre *Maltese Falcon*’s multifaceted AV system, including a breathtaking outdoor cinema in which the projector beams directly on to the lower mizzen sail. Along with installation guru Geoff Lewis of Audio Vision, he is considered to have actually improved the yacht’s cinematic clout since its 2006 launch.

THE BEST ONBOARD CINEMAS



SOLANDGE

85M LÜRSSEN

As well as an outdoor cinema that has a drop-down 4m screen, *Solandge* has a second screening room downstairs, with motorised multiplex-style seats.



NIRVANA

88.5M OCEANCO

Designed by Sam Sorgiovanni, this 3D cinema room seats 10 guests in its tiered sofas, and also boasts a bar and a digital server containing more than 3,600 films.



LADY CANDY

56M BENETTI

The unusual layout places a cinema, rather than the traditional master cabin, forward on the main deck.



CRAZY ME

50M HEESEN

The upper deck is the apex of this yacht's impressive A/V system, custom-built by California Audio Technology - speakers hidden under this cinema are as big as the screen.



MUSASHI

87.78M FEADSHIP

Sinot Yacht Design's Zen interiors include an aft saloon containing a retractable 6m screen concealed in the deckhead, a high-end projector system and daybeds that convert into cinema stalls complete with integrated controls.

MALTESE FALCON

88M PERINI NAVI

Two 50in plasma televisions and a central Kaleidescape movie server are somewhat overshadowed by the outdoor projector that shows films on the lower mizzen sail.



Maltese Falcon's AV system includes a breathtaking outdoor cinema in which the projector beams directly on to the sail

"In the case of the *Falcon*, the owner was very partial to Bang & Olufsen," Freivokh explains, "and one of the advantages with B&O is that they tend to make definite advances and then launch products that remain available in the marketplace for a number of years. Working alongside Geoff, we ended up with a totally integrated solution that has remained very current."

Another essential, if rather obvious, rule of thumb is to invest in the most up-to-date video systems possible, even if this means seeking out ones that don't yet exist. Laser light source projectors and fully fledged 4K projector chips are likely to be the next big thing in consumer cinema, although Freivokh is working with Alan Bernardi of Yacht Intelligence on implementing the first onboard installation of IMAX – the super-sized 70mm video format favoured by Hollywood directors such as JJ Abrams and Christopher Nolan. Their ambitious concept, codenamed The Nemo Room, has been optimised to fit into the hull of a 150 metre yacht, with the overall design to be ready for tender by the end of 2015.

The same applies to sound, even if innovations in audio tend to have a much longer shelf-life than video. "We did an install recently which was the first private commercial Dolby Atmos system," recounts Rex Barrett, senior project manager at Ideaworks. "The client's brief was simple: I want the best I can get." Dolby Atmos adds ceiling-mounted speakers to the conventional surround-sound set-up to create a more three-dimensional effect. In commercial cinemas this nascent format requires up to 64 carefully positioned speakers, whereas in a yacht's entertainment room the same wraparound effect can be achieved with 18 speakers.

"Boat designers certainly seem to be waking up to the fact that AV kit needs space and ventilation," says James Jackson, of Sensory International, a member of the Custom Electronic Design & Installation Association (CEDIA). Logic dictates the most available space for a dedicated cinema can be found lower down in the hull, where

windowless areas also ensure that ambient light is kept to a minimum. The downside of this is that designers will need to factor in additional sound-proofing to accommodate your personal screening room's proximity to the engine, crew quarters and tender garage.

The ideal configuration is to separate your personal theatre into two spaces. "We're now moving towards screening rooms that just contain a screen and speakers," says Barrett. "All the other hardware is stored in racks in a separate room, which makes it easier to swap out individual boxes as and when they're surplus to requirements."

Yet arguably the most important consideration of all in safeguarding your big-screen investment from becoming out-of-date is the one thing you'll probably never see: the cabling. "For some years now we have been installing 'future-proof' backbone cabling that enables us to upgrade a yacht with minimum changes," says Ameet Sarvaiya, CTO of Van Berge Henegouwen, the

Dutch tech gurus responsible for the cinema systems on board Heesen's 50 metre *Crazy Me*. "We always over-cable by around 20 per cent," adds Audio Vision's Geoff Lewis, "as this allows a certain amount of failsafe for future expansion."

Having a tech-savvy crew member

– or three – will certainly help prolong the efficacy of your onboard systems, although AV consultancies increasingly offer comprehensive after-sales back-up with a thoroughly 21st century twist. "We provide a full support facility with 24-hour response," explains Neil Grant, MD of Harris Grant, the veteran marine AV consultancy whose purpose-built cinema and recording studio for Paul Allen's 60.6 metre *Méduse* were the first of their kind on a Feadship. "We can also remotely log on to a large number of the onboard systems ourselves to check if they're running properly. If you can get an internet connection, we can access the boat. It's a great deal easier than receiving a phone call from a client saying: 'We've just reached the Galápagos Islands and the TV doesn't work. Can you put somebody on a plane?'" ■



DIRECTOR'S CUT

How to plan your superyacht cinema room

WHAT YOU'RE WATCHING

Before you meet the design and installation team, establish what you need from your onboard cinema. Family TV room or guest cinema? Video gaming or live sport? Its specific focus will have a huge impact on the size and shape of the room – and the hardware within it.

CHOOSING A SCREEN

There's an intangible magic about watching films through a projector, but you'll need a dedicated fixed screen to get the best out of your private theatre. Stewart Filmscreen and Gerriets' bespoke DFE range are two go-to brands for AV installers.

CONTROL APPS

While there are a host of reliable multitasking control apps from the likes of Crestron and Lizard Marine, bespoke apps from AV designers tend to offer the fastest response times and are, of course, tailored to your yacht's specific system.

CABLE TESTING

Having the AV and network cabling tested at the time of installation is a necessity as many cable installers aren't certified, and if the wiring is incorrectly fitted it can bring the video and internet systems to a halt months down the line.

MAINTENANCE

Training crew members in AV and IT is advisable, especially if you're chartering your yacht. Crestron and Bond TM both run highly regarded courses for crew, and more and more AV consultancies are offering instruction in managing their bespoke technology installations at sea.

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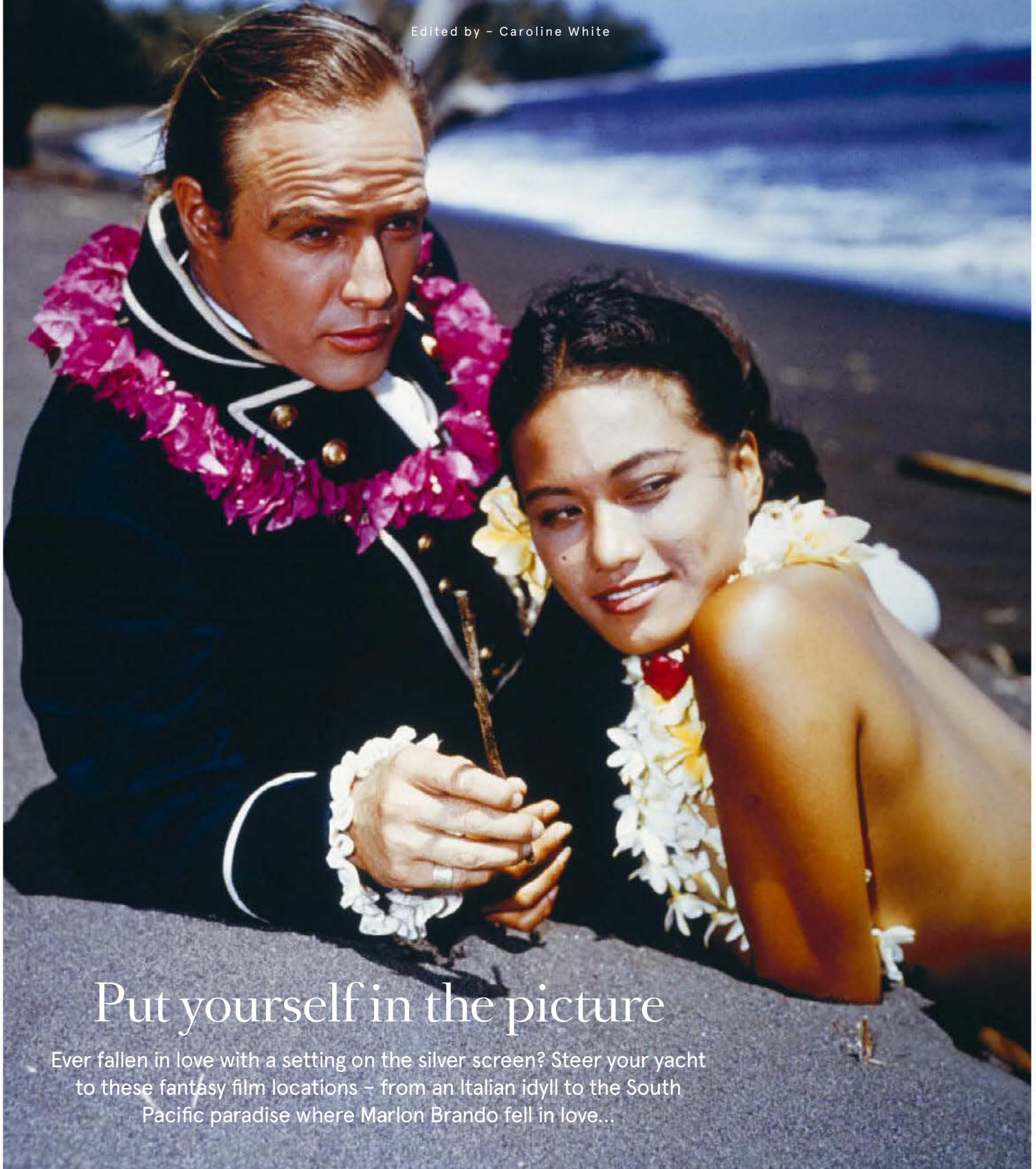
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REAL-LIFE FILM LOCATIONS, MONTENEGRO BY BOAT, NEWS,
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Edited by - Caroline White



Put yourself in the picture

Ever fallen in love with a setting on the silver screen? Steer your yacht
to these fantasy film locations – from an Italian idyll to the South
Pacific paradise where Marlon Brando fell in love...

How Marlon Brando fell in love with paradise island – and helped save it



Ever sworn not to come home from holiday – only to remember you have a job? For Marlon Brando it was more than an idle threat. While filming *Mutiny on the Bounty* in the early 1960s, he was so enamoured with French Polynesia and the actress Tarita Teri'iipaia, that he bought an atoll – and married his co-star.

A decade after Brando's death the atoll, Tetiaroa, is transformed into the eco resort he had dreamed of, with the help of his friend the hotelier Richard Bailey. It is easy to see why they felt protective: palm-cloaked islands, edged with white sand, encircle a lagoon of fantastical blues. Below the water wildlife runs from parrotfish and spotted eagle rays to blacktip sharks, dolphins and turtles.

The Brando is a low-impact, high-luxury resort, with villas that blend into their environment, low-energy air-conditioning, and power provided by biofuels or the sun. Facilities are fit for a star – with chic restaurants and a cocoon-like spa – but the show-stopper is scenery so pristine that for Brando it outshone Hollywood. thebrando.com



On location

Scenes so perfect you wished you could be there: now, you can...



Nassau was an easy win for Thunderball's location scouts



THUNDERBALL

Exumas, Bahamas

FICTIONAL SETTING: Some of James Bond's most spectacular underwater brawls take place in 1965 Sean Connery instalment *Thunderball*. Much of the film is set around Nassau in the Bahamas, including scenes in which Bond grapples with villain Largo's henchmen in an extraordinary series of submerged caves.

TRUE LOCATION: The spot, near Staniel Cay, was renamed Thunderball Grotto after the film. The island itself looks unassuming, but hold your breath and swim beneath an overhang of rocks, and you'll emerge into a massive secret cavern. Fish will eat bread out of your hand and the snorkelling is spectacular.

NEARBY: Staniel Cay Yacht Club takes yachts of up to 56 metres and has a laid-back bar.



THE GREAT GATSBY

Sydney, Australia

FICTIONAL SETTING: Baz Lurhmann's 2013 adaptation takes place among the fictional Long Island beach communities of East Egg and West Egg. The houses, landscapes and cars are pure Americana – even the historical period itself is linked to this location, which thanks to the book's fame, feels like the Roaring Twenties' loudest corner.

TRUE LOCATION: Lurhmann filmed in... Sydney; Gatsby's Long Island mansion was in fact The Manly Business School, for example. The substitution makes sense culturally: Sydney's

booming economy, pretty young things, new social scenes and smart beach towns echo Fitzgerald's setting – perhaps more than 21st century Long Island.

NEARBY: Sydney's early 20th century architecture lends itself to speakeasy bars: try Palmer & Co and The Baxter Inn. Sydney Superyacht Marina at Rozelle near the CBD takes yachts up to 70 metres.

THE TALENTED MR RIPLEY

Procida, Italy

FICTIONAL SETTING: In Anthony

Mingella's 1999 film, the charisma of Jude Law's rich kid Dickie Greenleaf is inextricable from the fictitious Italian resort of Mongibello. He pops into jazz clubs, lounges on the beach and has trysts on yachts. If he'd idled somewhere less romantic, Matt Damon's poor jealous Tom Ripley may have felt less inclined to bonk him on the head with an oar.

TRUE LOCATION: Procida, in the Bay of Naples, stood in for most of Mongibello. Off the mass tourist trail, the pretty island has ice cream-coloured houses, winding alleys and lemon groves. Glamorous Ischia also features and is nearby.

NEARBY: The Albergo della Regina Isabella on Ischia is a gorgeous hotel on the water. Marina di Capri is 19 miles south east and Marina Molo Luise, in Naples, a little closer.



The Albergo della Regina Isabella on Ischia



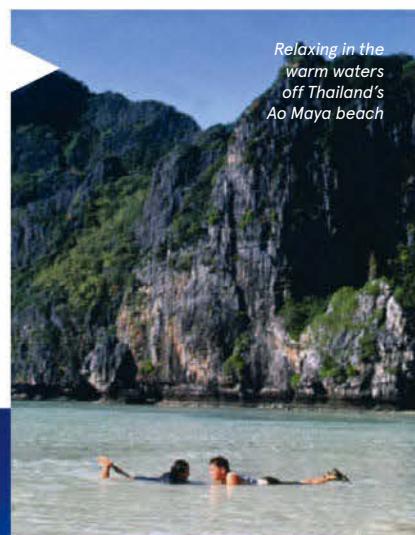
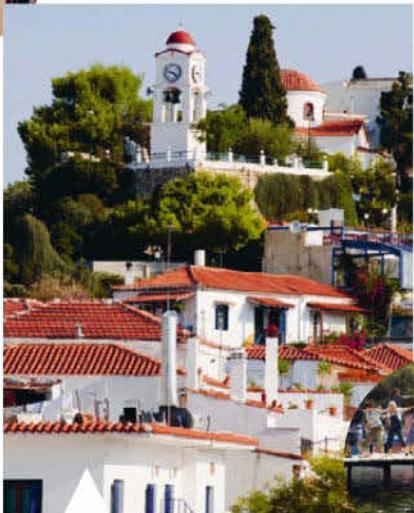
THE BEACH

Ko Phi Phi Leh, Thailand

FICTIONAL SETTING: In Danny Boyle's film Leonardo DiCaprio's character Richard finds the eponymous beach *Treasure Island*-style, using a mysterious map – and his prize is the perfect sweep of sand.

TRUE LOCATION: Ao Maya Bay on Ko Phi Phi Leh is indeed jaw-droppingly beautiful, on a luminous lagoon surrounded by towering cliffs – and it is easier to find than the film implies. There may be choppy seas in May and October, but it will be quieter.

NEARBY: Stay on the yacht for the spectacular diving. About 30 miles north west is Royal Phuket Marina.



Relaxing in the warm waters off Thailand's Ao Maya beach



MAMMA MIA!

Skopelos, Greece

FICTIONAL SETTING: The 2008 musical based around Abba numbers is set on the fictional Greek island of Kalokairi. The hot, dusty island, with its whitewashed houses and bougainvillea, sums up the romance of the Greek islands.

TRUE LOCATION: Most of *Mamma Mia!* was filmed on the Greek Sporades islands of Skopelos and Skiathos. Skopelos, more rugged and less developed, boasts fabulous beaches: Glysteri, a gorgeous protected cove with translucent-green waters and Kastani, a cliff-backed slip of sand to the west.

NEARBY: the Adrina Resort & Spa on Skopelos has a rooftop restaurant with spectacular views. Skiathos Marina in Skiathos town takes yachts of up to 65 metres.



The tiny Monuriki, Fiji: so beautiful you'll want to be cast away

CAST AWAY

Monuriki, Fiji

FICTIONAL SETTING: The anonymous South Pacific island in Robert Zemeckis's 2000 film is a villain, crushing the sanity of Tom Hanks's crash-stranded character. He has lonely crab barbecues on its powder-sand beach, finds a corpse in the turquoise shallows and tries to hang himself from a spectacular mountain.

TRUE LOCATION: If you visit Monuriki for any reason other than a plane crash, it is rather lovely, with lagoons, pine forests, a 178 metre peak to climb, turtles and a teeming coral reef.

NEARBY: The island resort of Matamanoa is a mile south; the Yava Spa Pedicure with lime, lavender and coconut cream will soothe Robinson Crusoe feet. Port Denarau Marina, Fiji's only superyacht facility, is about 25 miles east.



OUT OF THE SHADE

Jewellery designer Avish Khebrezadeh has created a series of fantastical limited-edition sunglasses with Italian shade sage LGR and Elisabetta Cipriani Gallery. The three styles feature jewel-toned insects and lizards wrought in precious metals (you can unclip the embellishments for full 20/20 vision). Each style £1,500, elisbettacipriani.com



TREASURED ISLANDS

Guests at the Datai, a member of the Leading Hotels of the World, can explore Malaysia's Langkawi Archipelago aboard the resort's new junk schooner. A Premium Private Cruise of these tiny islands includes swimming, kayaking, a picnic on a secluded isle, massages and a chef on board. thedatai.com

The Datai's luxurious new junk schooner

164



ARABIAN HEIGHTS

The jewel in the crown of a grand waterside development, the Four Seasons Hotel Bahrain Bay has welcomed the first guests to its colourful rooms. The Moroccan-inspired Blue Moon Lounge is on the 50th floor, with panoramic views of the Arabian Gulf. fourseasons.com

TRAVEL NEWS

The latest must-have accessories, remote getaways and top travel tips

SUN SPRAY

If you can't wait for summer, a spritz of Amouage's new scent Sunshine will work as a temporary substitute. Its white floral scent with notes of almond, blackcurrant liqueur, patchouli and blond tobacco smells like a warm garden in Sicily. £295, amouage.com



EN PLEIN AIR

Breathing space is a precious commodity on the Côte D'Azur, but the cliff-edge Villa Colline in Villefranche offers it in abundance. The chic 1960s pad, new to SJ Villas' collection, sleeps 10 guests with million-dollar views – and you can keep an eye on your yacht from the rooftop infinity pool. sjvillas.co.uk



DOCKSIDE DINING

Barbados marina Port Ferdinand has grabbed chef Andy Turner from the Michelin-starred Chapter One in Dublin for its new restaurant, 1359. Named after the longitude and latitude of the island, Turner uses local produce and offers a serious wine list. portferdinand.com





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GATSBY

Filippetti, 2014
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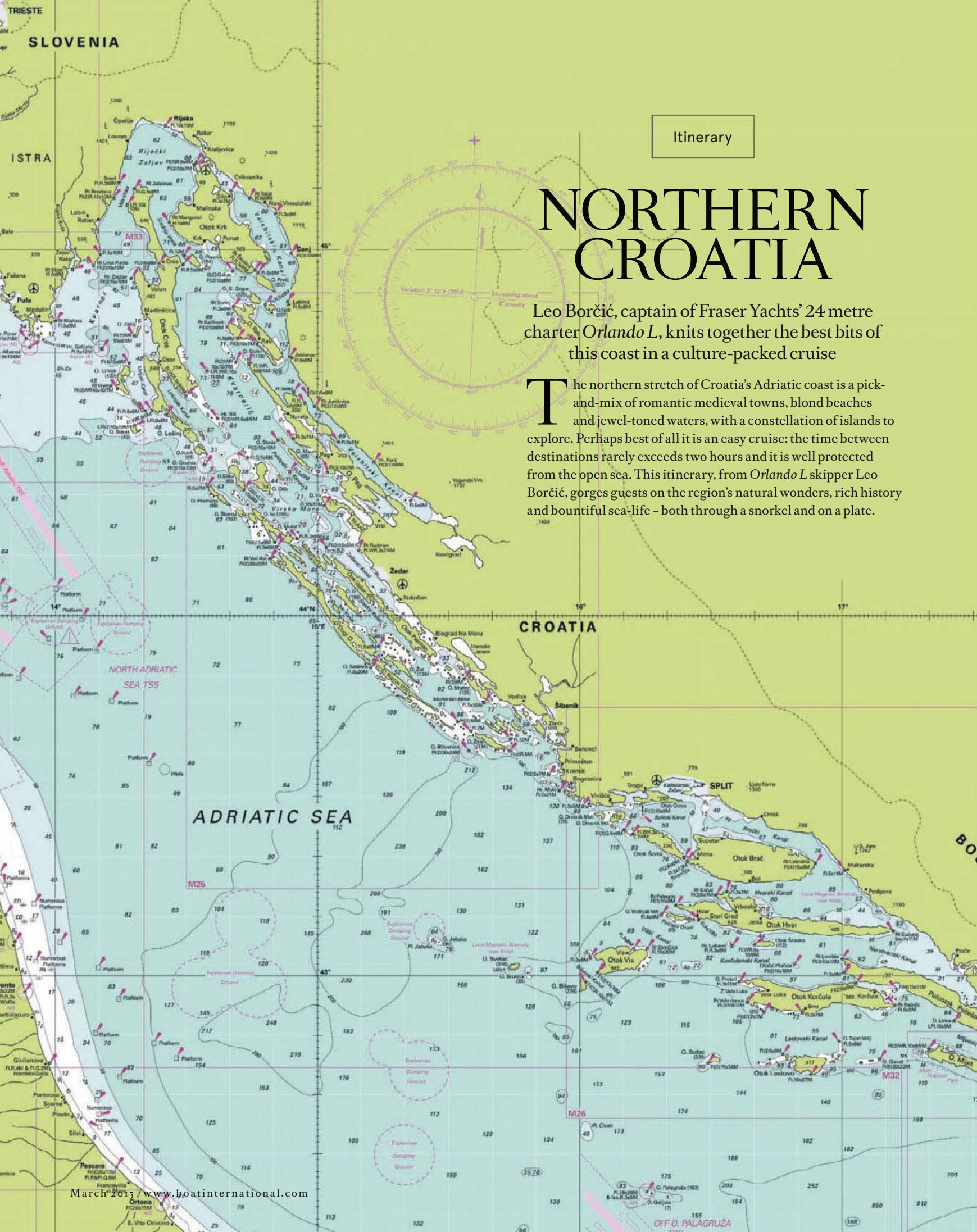
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Itinerary

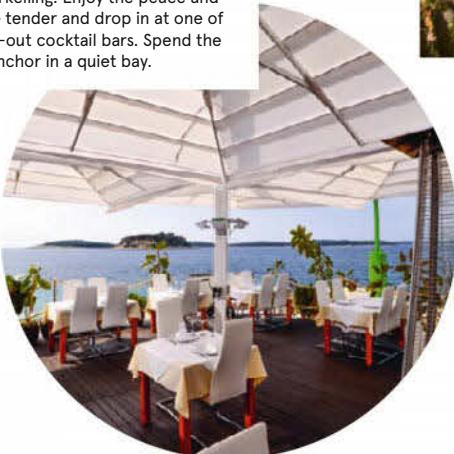
NORTHERN CROATIA

Leo Borčić, captain of Fraser Yachts' 24 metre charter *Orlando L*, knits together the best bits of this coast in a culture-packed cruise

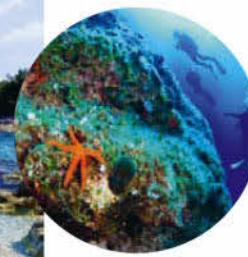
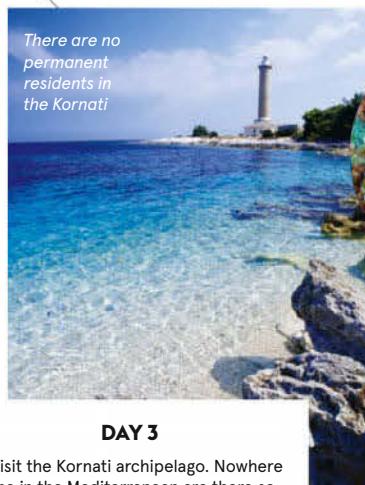
The northern stretch of Croatia's Adriatic coast is a pick-and-mix of romantic medieval towns, blond beaches and jewel-toned waters, with a constellation of islands to explore. Perhaps best of all it is an easy cruise: the time between destinations rarely exceeds two hours and it is well protected from the open sea. This itinerary, from *Orlando L* skipper Leo Borčić, gorges guests on the region's natural wonders, rich history and bountiful sea-life – both through a snorkel and on a plate.

**DAY 1**

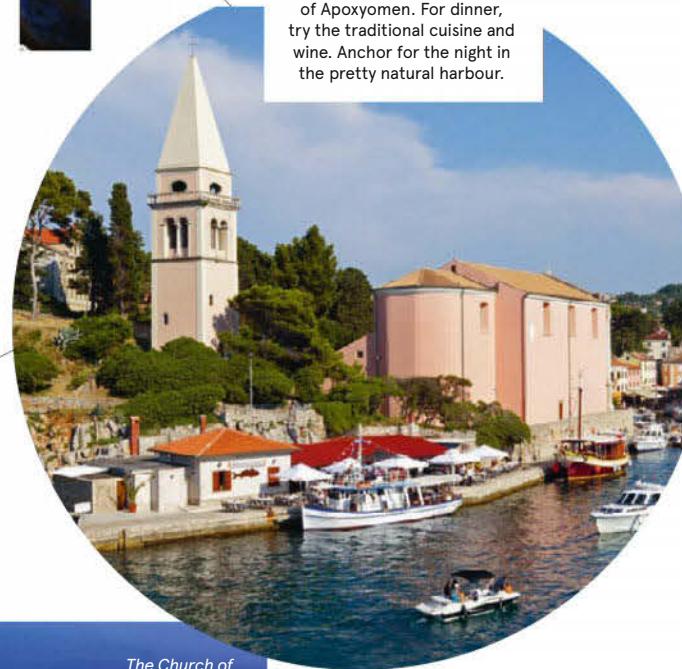
► Meet the boat at Split. Spend the day in the Pakleni archipelago, with its hundreds of bays, beaches and crystal-clear water that's perfect for swimming and snorkelling. Enjoy the peace and privacy, or take the tender and drop in at one of the islands' chilled-out cocktail bars. Spend the night at anchor in a quiet bay.

**DAY 2**

► After breakfast, head to Skradin, a small, picturesque town about an hour up the river Krka. Stop on the way to swim in pretty bays along the coast and, once there, guests can tour Krka National Park, with its waterfalls, wild scenery and eagles. Spend the night in Skradin.

**DAY 3**

► Visit the Kornati archipelago. Nowhere else in the Mediterranean are there so many islands in such a small area – there are 147 islands, islets and rocks in a 22-mile stretch. Guests who snorkel will see thousands of different fish. Relax on board in the evening and spend the night at anchor in a lonely bay.

**DAY 4**

► Spend the morning swimming among the Kornati islands, then set out for Mali Lošinj, the biggest island town in the Adriatic. Guests can explore its numerous churches, see works of art in the Fritz Palace and visit the 2,000-year-old bronze statue of Apoxyomen. For dinner, try the traditional cuisine and wine. Anchor for the night in the pretty natural harbour.



The amphitheatre in Pula was built in the first century AD

DAY 6

► The tour ends in Pula, the largest town on the Istrian peninsula. Its 3,000-year history has left it rich with antiquities. A walk through the old town begins and ends at a Roman amphitheatre and passes a wealth of landmarks. After lunch, guests leave the yacht at Pula.



The Church of St Euphemia dominates Rovinj



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Voyage



THE NEW MONACO?

*Montenegro is turning heads among the superyacht fraternity,
but what exactly will they find there -
glitterati playground or crew convenience?
Claire Wrathall explores the complex allure
of this Adriatic gem*

Photographer - Sean Gleason



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Even before the €60 million reinvention of Sveti Stefan that Aman Resorts revealed in 2011, the tiny island off the coast of Montenegro was an idyllic place.

On my first visit, in 2003, I dined with Branko "Diki" Kazanegra, who had worked at the hotel as general manager during its glory days in the 1950s and 1960s. As the wine flowed he began to drop the names of the guests he'd looked after at this fortified islet of fisherman's cottages turned jet-set hotel. There was the Hollywood contingent: Kirk Douglas, Elizabeth Taylor, Sidney Poitier, Richard Widmark; the British royal family: Princesses Margaret and Anne and, once, the Queen; assorted Russians: Yuri Gagarin and the Bolshoi ballerina Maya Plisetskaya; and many Italians, who would bring their yachts over the water: Monica Vitti, Alberto Moravia, Sophia Loren and her husband Carlo Ponti... In 1968 *Paris Match* judged Sveti Stefan one of the top 10 hotels in the world.

It is still easy to see why the location proved such a draw. Despite unregulated development along its 180 miles of rocky coastline, Montenegro remains a country of remarkable natural beauty: a land of fjords, canyons – it has five national parks – and the largest lake in southern Europe, Skadar, shared with Albania and which teems with pelicans and flamingos. Then there is the hinterland of maquis-clad white karst mountains – "If you ironed Montenegro, it would be as big as Russia," Diki memorably said at one point – where you can ski if you don't mind an infrastructure best described as unsophisticated.

If Montenegro's reputation as a glamorous destination survived the Cold War, however, the break-up of Yugoslavia in the 1990s rather did for tourism. But since the early 2000s and through Montenegro's 2006 declaration of independence, the country and Sveti Stefan in particular have been enjoying a second golden age. In 2002 Jeremy Irons stayed at Sveti Stefan while shooting a film called *Mathilde* and rescued its precarious finances by racking up a bill of £65,000. Claudia Schiffer and Sylvester Stallone followed and a couple of years later Michael Douglas and Catherine Zeta-Jones stopped by when scouting for property in Perast. And last summer Novak Đoković, from nearby Belgrade and the world's No.1 men's tennis player, married Jelena Ristić here. Montenegro has indeed been an A-list magnet ever since Lord Byron came here in 1809 and judged its rugged coastline "the most beautiful encounter between the land and the sea".

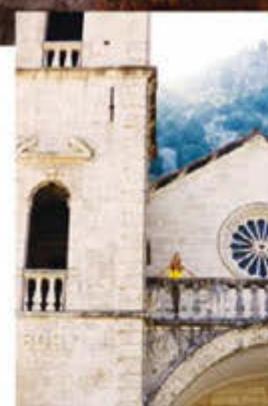
A large part of this magnetism is down to Aman Resorts, which transformed Sveti Stefan into an ultra high-end resort during this period. In 2003 Adrian Zecha, then chairman and founder of the Singapore company, stayed at Sveti Stefan and "decided I would love to do something" with it. A meeting with Milo Đukanović – Prime Minister then and now – was convened. The resort re-opened in 2009.

This was the spark. The year after the Aman project began, Đukanović resolved to revive the near-derelict former headquarters of the Imperial Navy of the Austro-Hungarian Empire and then the Yugoslav Navy on the Gulf of Kotor. He approached Hungarian-born Canadian mining magnate Peter Munk, founder and former chairman of Barrick Gold, the world's biggest gold-mining company, with the idea of developing what has become Porto Montenegro.

"I'd barely heard of Montenegro," Munk says. "I thought it was in Italy. But I came down to take a look. We took a helicopter out over the Gulf of Kotor, and it was magnificent. To see those phenomenal docks, twice as wide as Monte Carlo's main dock, or the ones in Nice or Cannes, in that setting – it is as great as any natural harbour I have ever seen. Đukanović said he had this dream [to] create in the Adriatic



Left: Perast, on the Bay of Kotor. Inset: the Cathedral of Saint Tryphon in Kotor Old Town



HIDDEN GEMS

Anchorage tips from Captain Mike Conquest of 43m yacht Golden Eagle

Too many yachts head straight for the main attractions of Porto Montenegro or Kotor; other spots are worth visiting in the right conditions. To the south east of the entrance to Boka Bay, in the north west of Zaliv Traste, is a beautiful anchorage in clear 6m waters and a delightful bar-restaurant on the shore. If the weather is from the south west, anchor further south off Bigova and tender ashore to one of the lovely seafood restaurants in town. Building work on the northern shore is far enough away not to be a bother – it is a great place to spend an afternoon.



Above middle: the stunning Bay of Kotor. Right: a view of Gospa Od Skrpjela from Perast. Above: Kotor's Old Town



what Monte Carlo has become in the Med. I really liked the idea of building a port on the Gulf of Kotor."

Munk formed a company, Adriatic Marinas, and put together a consortium of investors, among them the British financier Lord Rothschild and his son Nat; Bernard Arnault, president and CEO of LVMH; the Russian aluminium oligarch Oleg Deripaska; and Munk's son Anthony. Then he hired Australian Oliver Corlette, fresh out of the Harvard Business School's MBA programme, to get the place built.

Yet Đjukanović's enthusiasm to create more holiday developments shows no sign of waning and international companies continue to make landmark investments.

"These include the resort developments of Luštica Bay," Đjukanović wrote in a blog on the *Financial Times*'s website, "where Orascom, the Egyptian telecom and construction conglomerate, will invest €1.1 billion by 2018; Porto Montenegro, where a Peter Munk-led consortium has already invested over €280 million; and Aman Sveti Stefan Resort, where Singapore's Aman Resorts has a €55 million expansion phase on top of an initial €60 million investment."

In addition, Kerzner International has signed a contract to operate a €500 million resort, One&Only Portonovi, currently being built by Azmont Investments, a Montenegrin subsidiary of SOCAR, the Azerbaijani oil and gas company, on the site of another former military facility, Orjen Battalion at Kumbar. "Ten years ago I couldn't have told you where Montenegro was," said Sol Kerzner, the founder and former chairman of Kerzner International, at the project's launch event. "Now I've chosen this place for the first One&Only experience in Europe."

Then there's Dukley Gardens on the Budva Riviera, the liveliest stretch of coast, where the majority of visitors and investors are Russian. This is a development of 36 three- to five-storey buildings containing 202 apartments as well as a 13-storey tower in the town itself with an additional 36 flats.

Yacht facilities are an important part of the new developments. There'll be a marina with room for up to 250 yachts at the One&Only, as well as a tennis academy and Henri Chenot spa. Stratex, Dukley Gardens' parent company, has acquired an existing marina with 330 moorings, in which it plans to invest €45 million "to make it the most luxurious in the entire Adriatic". Luštica Bay will have slips for 226 yachts and by summer 2015 Porto Montenegro will have 454 berths for yachts from 12 to 180 metres, 159 for superyachts. Serious superyachting events are also starting to arrive, including the Superyacht Rendezvous Montenegro, 2-5 July 2015 (superyachtrendezvous.com).

It's not hard to see why Montenegro, and especially Porto Montenegro, appeals to yacht owners. Where once was a derelict dockyard, there's now a state-of-the-art marina with fuelling and 24-

hour assistance. The port has become essentially its own town, with streets and piazzas, homes and shops, a hotel and restaurants initially designed to cater not so much for the world's wealthiest and most discerning have-yachts as the captains and crews they employ.

In addition to the yacht club, lido and 64 metre infinity pool (where Nat Rothschild celebrated his 40th birthday in 2011), there's a bilingual English-Montenegrin school, a customs and immigration office and a museum to showcase an array of extraordinary Cold War-era vessels, which have been pulled from the harbour. There's also a Crew Club entertainment programme and a sports club. Indeed it is perhaps the only marina in the world that rents its own ski chalet – in Kolašin, a 100-mile drive away, which crew can use for free when they winter here.

*The peaceful
Marina Perast, in
the Bay of Kotor*



NEED TO KNOW

Bringing private and charter yachts to Montenegro

A simple vignette (navigation permit) system allows multiple changes to the manifest. Yachts can clear out from three locations in the Bay of Kotor: Porto Montenegro, Zelenika or Kotor. Boats that take on duty-free fuel must do so within 24 hours, but otherwise foreign yachts can remain in Montenegrin waters with no restriction on time. Vignettes cost €420 per week for yachts over 24m and Porto Montenegro's concierge service can handle most of the paperwork.

"Having captains onside is essential," says Charlie Birkett, co-founder and CEO of Y.CO. "Oliver Corlette made a wise decision in concluding that entertaining crew is as important as the more obvious logistical requirements. They took time to talk to people in every aspect of the industry, something new-development ports often overlook. And they were clever to recognise that, though they'll never replace Saint-Tropez or Monaco, they can offer something missing elsewhere. Porto Montenegro will grow to become the significant yachting destination in the Adriatic."

Corlette is cool about the competition. "We're very much encouraging new marinas. It's all about critical mass," he says. "The more yachts, the more berths we can have in and around Montenegro, the more attractive it becomes to the key players in the industry and the more likely they will be to relocate here. It makes it easier and ultimately more cost-effective for the customer, and we want to attract as many customers – yachting customers that is, not anyone – as we can. After all they're promoting Montenegro, they're encouraging more airlines to fly in here. So overall growing the pie like this is a great thing."

There's also the very real attraction of Montenegro's favourable tax regime. No duty on fuel, for example, and no VAT on repair work to yachts or yacht charters. In neighbouring Croatia (Dubrovnik is four hours' sailing to the north), VAT, at 25 per cent on all yachts above 40 metres, is levied, as it is throughout the EU.

At which point it's worth noting that yachts in Montenegro may not remain exempt ever after. The country entered into accession negotiations to join the EU in 2012 and is

already ahead of the other four candidate countries. Still, as one still-buoyant senior player in the Montenegrin marina industry quipped at last year's Monaco Yacht Show: "Just because you're engaged doesn't mean you have to go through with the marriage."

But then tax advantages or not, it's still a beautiful, exceptionally located, well-connected place to keep a yacht. ■



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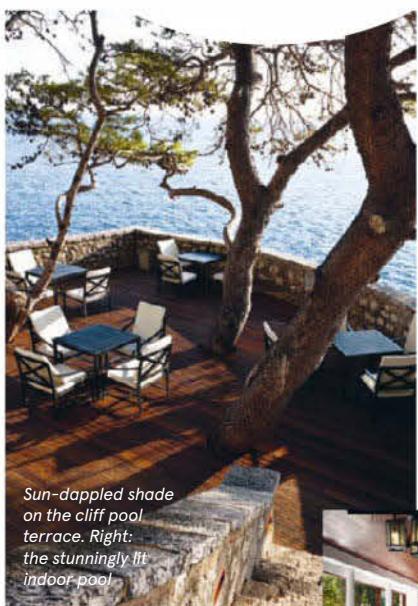
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Montenegro the luxury lowdown

The most sumptuous stays and hottest developments to explore by superyacht



Sun-dappled shade on the cliff pool terrace. Right: the stunningly lit indoor pool.



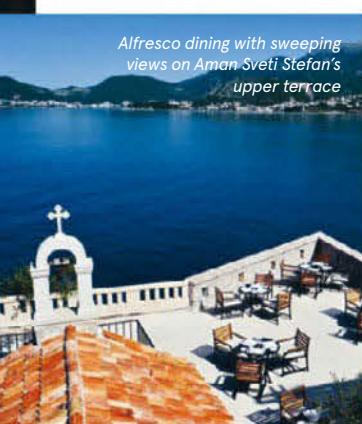
Aman Sveti Stefan

- **The scene** This smooth-as-silk resort is the swankiest in the eastern Adriatic. It lies just south of Budva, but its scalloped beaches and forest-cloaked grounds feel bucolic and every bit as exclusive as the price list suggests.

- **The lowdown** It's a two-part paradise. Villa Miločer sits in formal gardens, its vine-draped restaurant terrace overlooking the beach. Massive suites are modern and chic, with contemporary fireplaces and freestanding baths. Balconies look south to the resort's main draw: Sveti Stefan island. The

vertiginous views on the upper terrace and swimming pools tiled in black so their waters better reflect the towering pines.

- **By boat** Superyachts anchor in the bay by Villa Miločer. Guests tender in to the mainland pier, accessed through a cave, or to the pier on Sveti Stefan, conveniently located below the island's signature restaurant.



Alfresco dining with sweeping views on Aman Sveti Stefan's upper terrace



fisherman's cottages on this 15th century fortified islet have been converted into 50 luxury rooms, cottages and suites, tended by 350 staff. Its winding footpaths are bordered with figs and pomegranates, and scented by magnolia, rosemary and other local herbs used in a vast spa back on the mainland. Amenities run from a cigar lounge to alfresco dining with



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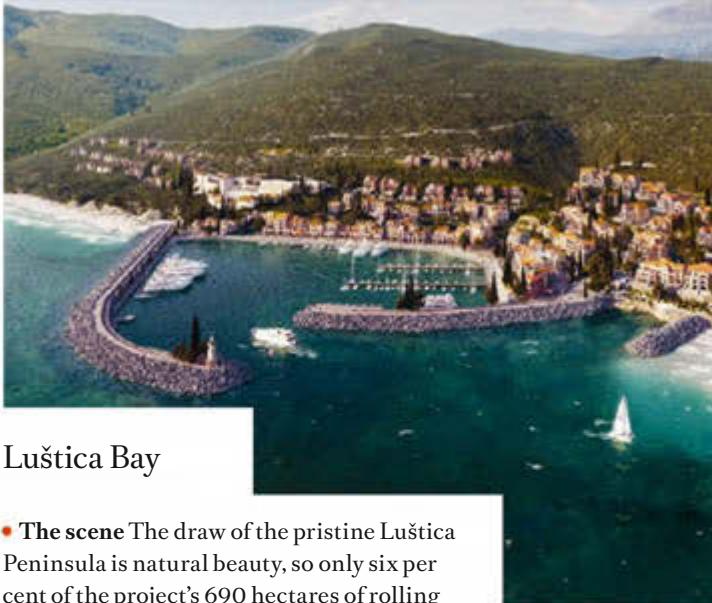
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Luštica Bay

• **The scene** The draw of the pristine Luštica Peninsula is natural beauty, so only six per cent of the project's 690 hectares of rolling hillside will be given over to development. The outdoorsy facilities – including a spectacular golf course 320 metres above sea level – have jaw-dropping views as a result.

• **The lowdown** The project is still in its infancy but the plan includes seven hotels, 500 villas and townhouses, 1,000 apartments to buy, two marinas, spas, shops, a school and medical facilities. These will survey soaring peaks around the Bay of Kotor and across

the Adriatic. The most exclusive arm will be set apart on a western promontory and will comprise

villas plus a luxury hotel, with major brands vying for the tender. The project's ethos is natural, eco-friendly and stylish: local rock is used in the buildings, with modern wood-and-stone interiors and kudos for its green credentials. The first residents have moved in but phase one won't be completed until 2017.

• **By boat** The larger of two marinas will take yachts of up to 35 metres. The majority of berths will be for dayboats of about 15 metres, anticipating that owners will keep larger yachts at Porto Montenegro and use smaller boats to zip along the coast or lounge at Luštica Bay's two beaches.



The pretty waterfront at Luštica Bay



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Dukley Gardens

• **The scene** The contemporary development, curving its way down the side of the Zavala peninsula east of Budva, is a chic retreat for yacht owners and a welcoming haven for the children they look too trim to have produced.

• **The lowdown** The 202 stepped residential apartments (with price tags that average €1 million) have views over the bay of Budva to the old town. The open-plan living spaces feature massive windows, broad terraces and the highest-spec fittings – think Poliform Varenna kitchens and Lualdi doors. More is in the pipeline, including a boutique hotel and a restaurant. The teak-decked, white upholstered Dukley Beach Lounge is a popular lunch spot for superyacht guests, overlooking the private beach, while on summer nights it is lit with candles for live



blues sessions. The best table, however, is on the tiny VIP beach, accessible only by tender, where dinner for 24 can be

held. For kids there's a confectionary and ice-cream parlour, plus a kindergarten.

• **By boat** It is a two-minute ride across the bay to Dukley Marina in Budva old town, with 20 berths for yachts of over 30 metres. By September 2017 it will have tripled in size and be modernised as part of a 20,000 square metre development plan.





Marina of the month

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WHERE

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USP

If Montenegro is a hot spot for the yachting elite, Porto Montenegro – with its huge marina, luxe residences, fine dining and high-end shops and amenities – is the centrepiece.

WHAT'S NEW

The five-star Regent hotel is gearing up for its first full summer season, with 51 rooms overlooking the bay or mountains. The décor has a nautical flavour and facilities run from the cosy Library Bar to an expansive spa.

YACHT FACILITIES

Porto Montenegro's marina – welcoming yachts up to 180m in 400 berths – puts a

priority on service; each yacht is guided to its slip by a dinghy, given ample line handling attention and greeted by a concierge with a welcome basket. And that's just the check-in. There's tax- and duty-free fuel – plus tax-free Champagne in the market. Customs and immigration also are on-site, and a helipad makes meeting the yacht easy.

COST

From daily visitor rates to slip purchases for up to 30 years, there's a range of rates to suit.

POOL CLUB

Stretching 64m, the iconic pool anchors the private members' and VIP-only Lido Mar pool club. Dine at the Lido Pranzo restaurant by day and make reservations for the up-market Lido Rooftop restaurant for dinner. From 11pm, Scaramanga nightclub pumps out dance beats provided by international DJs.



WHEN TO GO

Bask in the sun from April to as late as October. But things don't really heat up until high season in July and August, when Porto Montenegro's slips sell out, the quayside bustles and poolside by the Lido is the place to be – when not on your superyacht, of course – as temperatures climb to 27C. Make a date in the diary now for 2-5 July 2015, when the Superyacht Rendezvous Montenegro invites yacht owners and their guests to enjoy an ultra-glam season opening party and social programme. superyachtrendezvous.com; portomontenegro.com

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DRY LAND DINING

The Dining Room

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Bay of Kotor

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**TROGIR**

Trogir is a Unesco World Heritage Site and when you wander its narrow medieval streets it's clear why. The restaurant of choice is Calebotta. Here, dine alfresco on the stone-walled terrace, draped with vines. The salted sea bass is mouth-watering.

43° 30' 58.7" N/
16° 14' 49.2" E

**STONČICA BAY**

On the island of Vis, head to this little bay.

It is secluded and if you anchor in the middle of the outer basin there's just enough swinging room. At the Stoncica Tavern the family produces a fine peka – Croatian stew of veal, octopus or lamb, cooked over an open fire. Because of the four-hour cooking time, notice is required.

43° 04' 03.7" N/16° 14' 01.1" E



Skipper's secrets

Bruce Handyside, captain of 50 metre charter yacht *JO*, describes his favourite stops on the southern Adriatic coast

**MLJET**

The north western part of the island, near Polace, is a national park. The topography comprises smaller islands creating channels and calm, secluded waters – perfect for water sports. This is one of the most idyllic anchorages in southern Dalmatia: we deploy anchors and run a stern line ashore.

42° 47' 27.1" N/17° 21' 03.7" E

**SKRADIN**

The Bibich winery is a 20-minute drive from Trogir, nestled into the hills of Skradin. It has spectacular Croatian wines: full-bodied reds, interesting whites and enticing dessert wines. A degustation menu accompanies them.

43° 49' 00.2" N/15° 55' 16.9" E

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At Last



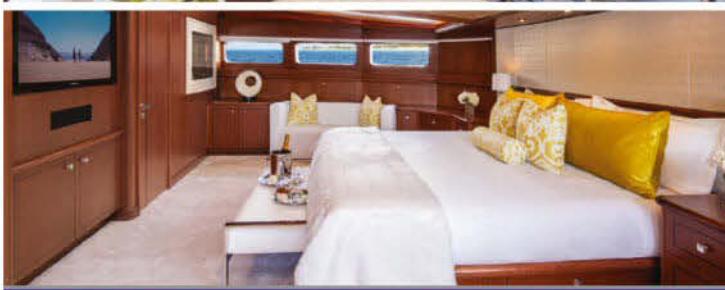
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new Awlgrip in 2014.



HIGH ROLLER 32m/104'8, Baglietto, 2004, €3,250,000

Jeremy Comport +334 92 912 912 - jcomport@camperandnicholsons.com

This high performance open yacht, which is ABS classed, has been internally modified
to sleep eight guests in a master and two guest cabins, which have flexible berth
arrangements and Pullmans.

Unrivalled **knowledge**

Unbeatable experience

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YALLA 47m/154'2, Heesen, 2004/2013, €17,500,000
Jean-Marie Récamier +33 4 92 912 912 - jmrecamier@camperandnicholsons.com

Only been used privately since new and meticulously maintained regardless of cost, she presents Buyers with a rare opportunity to purchase an impeccable full displacement yacht boasting outstanding Dutch craftsmanship.



GALATEA 40m/131'2, Heesen, 2014, €19,500,000
Jean-Marie Récamier +33 4 92 912 912 - jmrecamier@camperandnicholsons.com
Jordan Waugh +377 97 97 77 00 - jwaugh@camperandnicholsons.com

The new "Sportster 4000" model from Dutch yacht builder Heesen.
All options including SeaKeeper gyro zero speed stabilisation and shipyard warranty.

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Crew

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Nicholsons
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TALES 53.4m/175'2, Proteksan Turquoise Yachts, 2002, €15,000,000
James Rayner +33 4 92 91 2912 - jrayner@camperandnicholsons.com



GRAVITAS 52.12m/171', Feadship, 1995/2014, \$22,000,000
Michael Rafferty +1 561 758 5608 - mrafferty@camperandnicholsons.com



PRINCESS TOO 47.55m/156', Feadship, 1999/2010, €17,500,000 VAT paid
Alex Lees-Buckley +377 97 97 77 00 - aleesbuckley@camperandnicholsons.com
Gaston Lees-Buckley +33 4 92 91 2912 - gleesbuckley@camperandnicholsons.com



LULWORTH 46.3m/151'9, White Brothers-Southampton, 1920/2012, €10,800,000
Mark Hilpern +44 771 774 7575 - mhilpern@camperandnicholsons.com



WELLENREITER 46.1m/151'2, Jongert, 2003, €9,500,000
Alex Lees-Buckley +377 97 97 77 00 - aleesbuckley@camperandnicholsons.com
Gaston Lees-Buckley +33 4 92 91 2912 - gleesbuckley@camperandnicholsons.com



MYSTIC 46m/150'11, CMB Yachts, 2010, €13,500,000
Adam Papadakis +44 20 7009 1950 - apapadakis@camperandnicholsons.com



BELUGA 44.7m/146'7, Timmerman Yachts, 2014, €17,900,000
Rytis Babravicius +377 97 97 77 00 - rbabravicius@camperandnicholsons.com

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NEW MASTER 44.45m/145'10, Baglietto, 2001, €9,750,000 VAT paid
Jordan Waugh +377 97 9777 00 - jwaugh@camperandnicholsons.com



DIA'S 44.2m/145', Benetti, 2006, €9,900,000
Gaston Lees-Buckley +33 4 92 912 912 - gleesbuckley@camperandnicholsons.com
Jeremy Comport +33 4 92 912 912 - jcomport@camperandnicholsons.com



FORTY LOVE 42.06m/138', West Coast Custom, 2003, \$11,500,000
Bob O'Brien +1 561 310 9616 - bobrien@camperandnicholsons.com



SILVER WIND 43.63m/143', ISA, 2014, €21,000,000
Gaston Lees Buckley +33 4 92 912 912 - gleesbuckley@camperandnicholsons.com



FOREVER ONE 39m/130', Overmarine/Mangusta, 2007, €6,900,000
Fernando Nicholson +1 305 604 9191 - fnicholson@camperandnicholsons.com



OSPREY 34.8m/114'2, Bolson & Son England, 1953/2010, €1,900,000
Tim Langmead +44 20 7009 1950 - tiangmead@camperandnicholsons.com



CRYSTAL II 35.7m/117'1, Crystal Super Yacht, 2007/2009, \$4,900,000
Rick Weisenberger +1 714 745 6560 - rweisenberger@camperandnicholsons.com

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TWILIGHT 38.14m/125', Oyster, 2013, €11,850,000
Simon Goldsworthy +44 20 7009 1950 - sgoldsworthy@camperandnicholsons.com



LADY NANCE 34.14m/112', Westport, 2007, \$7,495,000
Walter Sea +1 954 319 3259 - wsea@camperandnicholsons.com



TITAN 11 OF LONDON 33m/108'3, San Lorenzo, 2006, €4,700,000 VAT paid
Richard Higgins +33 4 92 912 912 - rjhiggins@camperandnicholsons.com



NORTHLANDER 38.1m/125', Moonen, 2009, \$18,500,000
Michael Rafferty +1 561 758 5608 - mrafferty@camperandnicholsons.com
David Sargus +1 954 376 9667 - dsargus@camperandnicholsons.com



STELLA MARIS 30.95m/101'6, Ferretti Navetta, 2002, €2,900,000
Charles Ehrhardt +33 4 92 912 912 - cehrhardt@camperandnicholsons.com



PHOEBE 30.14m/98'11, Moonen, 2009, €4,850,000
Jeremy Comport +33 4 92 912 912 - jcomport@camperandnicholsons.com
Michael Rafferty +1 561 758 5608 - mrafferty@camperandnicholsons.com

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ALAS LIBRES 30m/98'5, Thackwray, 1984/2012, €1,750,000 VAT paid
Jonathan Syrett +34 609 43 33 33 - jsyrett@camperandnicholsons.com



GENI 28.27m/92'8, Overmarine (Mangusta), 2010, €2,900,000
Charles Ehrhardt +33 4 92 912 915 - cehrhardt@camperandnicholsons.com



WINNING STREAK 28.14m/92', Sunseeker, 2002, €1,900,000
Foulques de Raigniac +33 6247 751 07 - fdleraigniac@camperandnicholsons.com



TEMPUS FUGIT 27.43m/90', Arkin Pruva Yachts, 2013, \$5,495,000
Jeff Partin +1 401 965 5626 - jpartin@camperandnicholsons.com



GRIFFIOEN 27.22m/89'3, Bloemsma & Van Breemen, 2006, €4,950,000
Jean-Marie Récamier +33 4 92 912 912 - jmrecamier@camperandnicholsons.com



PATRIOT 26.62m/87', Feadship, 1984/2014, \$4,885,000
Andrew LeBuhn +1 415 407 9915 - alebuhn@camperandnicholsons.com
Michael Rafferty +1 561 758 5608 - mrafferty@camperandnicholsons.com



VITA BELLA 24.95m/81'10, Dubbel & Jesse, 1991/2011, €950,000 VAT paid
Arne Ploch +34 609 75 67 63 - aploch@camperandnicholsons.com



PATAGON 24m/78', Marlow, 2004/2014, \$1,800,000
Fernando Nicholson +1 305 604 9191 - fnicholson@camperandnicholsons.com

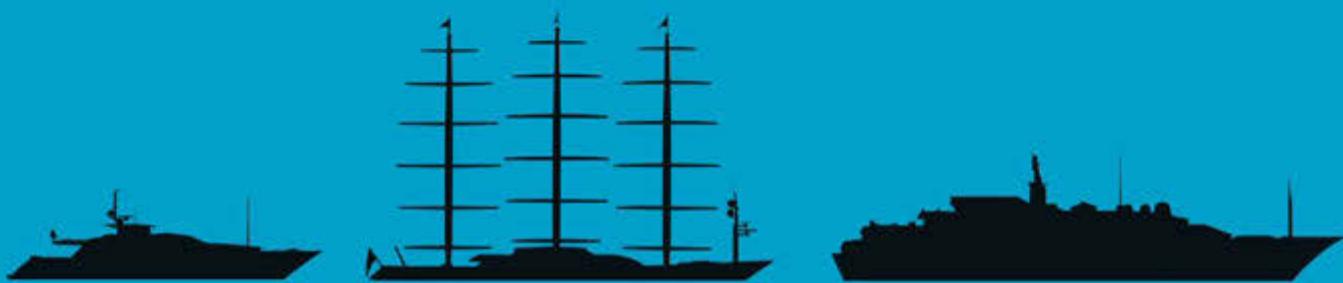
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No. 1

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2014 - BURGESS RECORDS BEST EVER SALES RESULTS

The value of yachts sold by Burgess in 2014 was
IN EXCESS OF €1.2 BILLION

Sales signed by Burgess in 2014 include a phenomenal
7 NEW CONSTRUCTION PROJECTS

Total value
€682,900,000

Average length
74.7m

Total length
522.9m

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www.burgessyachts.com

Cloud 9

LOA 60m (196.9ft)
BUILD CMN, France, 2009 (refit 2013)
EUR 34,900,000
 Central Agents for sale and charter

PRICE REDUCTION



Capri

LOA 58.6m (192.1ft)
BUILD Lürssen-Werft, Germany, 2003
EUR 29,950,000
 Central Agents for sale and charter



BURG

THE WORLD'S LEADING SUPERYACHT AUTHORITY

Twizzle

LOA 57.5m (188.6ft)

BUILD Royal Huisman, The Netherlands, 2010

EUR 48,750,000

Central Agents for sale and charter



NEW SALES LISTING

Alibi

LOA 51m (167.3ft)

BUILD CBI Navi, Italy, 2005

EUR 13,500,000

Central Agents for sale and charter



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Panakeia

NEW SALES LISTING

LOA 45.5m (149.3ft)

BUILD Astondoa/Astilleros MCIES, Spain, 2008 (refit 2013)

EUR 16,500,000

Central Agents for sale



Told U So

LOA 45m (147.7ft)

BUILD Benetti, Italy, 2011

EUR 14,850,000

Central Agents for sale and charter



BURG

THE WORLD'S LEADING SUPERYACHT AUTHORITY

Kate

LOA 42.6m (139.8ft)
BUILD CRN, Italy, 2010
EUR 13,950,000
 Central Agents for sale

PRICE REDUCTION



Carcharias

LOA 35.4m (116.2ft)
BUILD Pershing, Italy, 2007/08
EUR 5,950,000
 Central Agents for sale



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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



KOKOMO 58M > 191FT > ALLOY YACHTS > 2010 > 39,750,000 EUR

A winning combination of Alloy Yachts, Ed Dubois and RWD. Her contemporary interior provides the ultimate comfort for her guests whether enjoying a gentle cruise or participating

in exhilarating regattas. With a cruising speed under power of 12.5kn and a max speed under sail of 19.5kn she is unquestionably one of the fastest cruising yachts of her class.

ANTOINE.LARRICQ@FRASERYACHTS.COM +33 6 78 63 6172 MONACO

LAUNCHING 2015



CUTLASS 39M > 128FT > TANSU YACHTS > 2015 > 11,000,000 EUR

Tansu shipyard will shortly be launching the 4th hull of the famous Mothership series, the 39m CUTLASS. This high class sport explorer combines Dutch engineering with worldwide

recognised build quality for cruising in great style on all seas and oceans. Launching is scheduled for late summer 2015, book your inspection to be the first to live the exceptional.

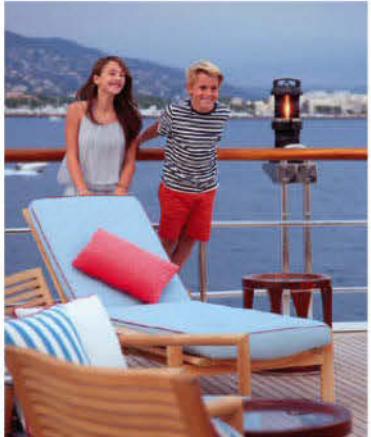
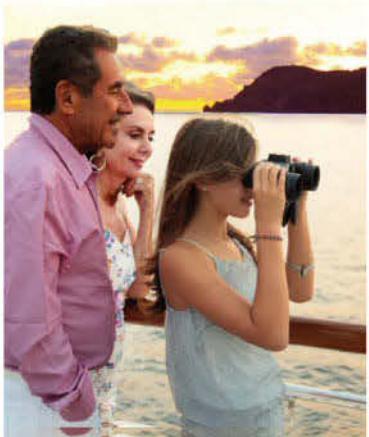
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Some people say "time is money".
We believe it is much more
precious than that.

Entrust your yacht to The Superyacht Experts,
ensuring that it is managed efficiently
and safely, allowing you to relax and
spend quality time with those you love.



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FOUR BERTHS 40-25M > MOLL VELL, PALMA DE MALLORCA, SPAIN > POA

Four of the best moorings available in a prime location. One 40m, one 30m and two 25m moorings in the most exclusive Marina which is completely rebuilt 2012-2014.

Surrounded by elegant restaurants, and located only a few steps from the historic district, the heartbeat of Palmas cultural life.

THORSTEN.GIESBERT@FRASERYACHTS.COM +34 971700 445 PALMA

THE ONLY 128M SUPERYACHT PIER IN PERFECT LOCATION



BERTH 128M > PANTALAN DEL MEDITERRÁNEO, PALMA DE MALLORCA, SPAIN > POA

The only available exclusive private superyacht mooring in a prime location down town. Fully private area with private parking. The Marina was rebuilt in 2013-2014, the mooring

can also be sold in two segments subject to further negotiations.

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FRASER YACHTS

Drumfire



VAT PAID

**DRUMFIRE** 24M > 78FT > CLAASEN JACHTBOUW > 2006/2014 > 2,550,000 EUR

An outstanding elegant fast performance cruiser with great racing potential designed in the spirit of tradition by Andrey Hoek and built at Claasen. This unique yacht offers a classic two

cockpit-deck house layout, modern rig and charming interior, the condition is spotless. Her layout is perfectly suitable for family cruising and participating in regattas.

THORSTEN.GIESBERT@FRASERYACHTS.COM +34 676 097 559 PALMA

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NEW C.A.

ECLIPSE 43M > 141FT > FEADSHIP > 1993/2008 > 11,950,000 USD

There is no doubt that this is one of the finest yachts of her type available today. As well as her striking lines and stunning Terence Disdale interior she offers tremendous deck space

with large tenders not usually found on yachts of under 50m. ECLIPSE is a true ocean going Feadship of the highest pedigree. Inspection recommended.

RICHARD.EARP@FRASERYACHTS.COM +377 93 100 450 MONACO



SENSATION 49M > 162FT > SENSATION YACHTS > 2007/2014 > 11,975,000 EUR

High quality semi-displacement yacht from New Zealand. Zero speed stabs. In Hong Kong.
JJ.MINNEMA@FRASERYACHTS.COM +377 93 100 450 MONACO



U77 77M > 252FT > MARCO > 2015 > 24,900,000 USD

A massively solid ship, over engineered, with a 2,100 + ton volume and efficient hull.
STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



SISTERSHIP PHOTO

EUROCRAFT 44 44M > 144FT > EUROCRAFT > 2015 > 16,300,000 EUR

New Owner can still choose his own interior decoration, 5 cabins, ideal for charter.
ALAIN.TANGUY@FRASERYACHTS.COM +377 93 100 450 MONACO



VOYAGER 25M > 84FT > CUSTOM BUILT > 2004/2007 > 1,295,000 EUR

Pocket size explorer yacht with all the DNA of a much larger vessel.
PETER.JONES@FRASERYACHTS.COM +44 20 7016 4480 LONDON

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FRASER YACHTS

FRASERYACHTS.COM



SEVEN J'S 47M > 156FT > DELTA MARINE > 2008 > 27,000,000 USD

An extraordinary yacht with long range that was designed for extended cruising in all conditions. She has a wonderful interior designed by Tom String, exterior styling and

interior layout by Delta Marine. Built to perfection in all respects. Accommodations for up to 12 guests. An ultra-high quality yacht with magnificent spaces.

JOSH.GULBRANSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE

FOR SALE & CHARTER



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SWAN 60M > 196FT > BENETTI > 2011/2014 > 37,000,000 EUR

JOSH.GULBRANSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE
JODY.OBRIEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE

PRICE REDUCTION



SOY AMOR 41M > 137FT > BENETTI > 2014 > 23,000,000 EUR

Highly customized Benetti Crystal. Great opportunity to purchase a yacht immediately.
ALEX.KRIK@FRASERYACHTS.COM +377 93 100 450 MONACO

EXTENDED WARRANTY



ON A ROLL 25M > 84FT > HARGRAVE > 2009/2013 > 3,300,000 USD

Largest vol. 8'4" on the mkt. Open layout; Sapelli wood; 4 Strms + Crew. CAT eng.
SCOTT.FRENCH@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



ALEXANDRA V 29M > 97FT > PRINCESS > 2009/2014 > 3,800,000 EUR

Reft incl. paint & interiors. 5 year RINA survey. Zero speed stabs. Great charter record.
DENNIS.FREDERIKSEN@FRASERYACHTS.COM +377 93 100 450 MONACO

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SEE IN
PALM BEACH
26-29 MARCH



INDIGO 32M > 105FT > CBI NAVI > 1998/2013 > 3,950,000 USD
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



SANTANDREA 29M > 95FT > SOLIMANO > 1961/2005 > 2,700,000 EUR
Perfectly maintained, 9 guests/4 cabins, cosy interior. Economical with new CAT engines.
ANTOINE.LARRICQ@FRASERYACHTS.COM +377 93100 450 MONACO



RUBECCAN 42M > 139FT > CRN ANCONA > 2009 > 11,900,000 EUR
Large decks, owners balcony, spa, gym, beach club, MCA, gyro-stabilized – well maintained.
DAVIDE.SILVELLO@FRASERYACHTS.COM 34 971 700 445 PALMA



BLUE ICE 41M > 135FT > BAGLIETTO > 1999/2007 > 4,900,000 EUR
A milestone in yacht design, boasting an exceptional interior with a full beam master cabin.
FILIPPO.ROSSI@FRASERYACHTS.COM +377 93100 450 MONACO



MANGUSTA 80 HT 25M > 82FT > OVERMARINE > 2006/2014 > 1,200,000 EUR
Best Mangusta 80 Hard Top on the market. Mint condition. Extremely low priced.
DAVIDE.SILVELLO@FRASERYACHTS.COM 34 971 700 445 PALMA



BABYLON 37M > 124FT > RODRIGUEZ > 2005/2012 > 8,900,000 EUR
Beautiful and unusual interior, 5 double cabins. Max speed = 25 knots, max range = 2000 nm.
KEN.BURDEN@FRASERYACHTS.COM +377 93100 450 MONACO



MAXIMUS II 32M > 106FT > HORIZON > 2005 > 4,995,000 USD
NEAL.ESTERLY@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO
MICHAEL.SELTER@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



KINGFISH 32M > 107FT > CHRISTENSEN > 1997 > 5,000,000 USD
PATRICK.MCCONNELL@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO
NEAL.ESTERLY@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO

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PALM BEACH
26-29 MARCH



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CALLIOPE 42M > 138FT > HOLLAND JACHTBOUW > 2010/2014 > 19,500,000 EUR
Exceptional design and quality. Dutch built, tri-deck, 5 superbly appointed double staterooms, beach club aft. Holland Jachtbouw shipyard, Bill Langan Naval Architects and

Rhoades Young Ltd. Proven world capability with 5000 mile range. Charter compliant motor yacht. Lloyds 5 year surveys completed. Highly recommended.
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE

FOR SALE & CHARTER



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MARIE 55M > 180FT > VITTERS > 2010 > POA
Built to the highest standards. Boasts traditional craftsmanship and modern technology.
JODY.OBRIEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



NOT FOR SALE OR CHARTER TO U.S. RESIDENTS WHILE IN U.S. WATERS.

AMAZON EXPRESS 66M > 218FT > VENICE, ITALY > 1965/1994 > 4,900,000 USD
7 staterooms, including a spacious owners suite. Can carry a 4-ton helicopter.
STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



DON JUAN OF LONDON 22M > 73FT > KING MARINE > 2004/2013 > 3,690,000 USD
Carbon fiber yacht by Acebal/King Marine. A fast, comfortable, retro looking machine.
FLAVIO.CONSTANTINO@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



VAT PAID
NEW STAR 30M > 99FT > BENETTI > 2003/2013 > 3,950,000 EUR
Extensive refit, code compliant for charter, RINA Commercial Class. Smaller trade considered.
DAVID.LEGRAND@FRASERYACHTS.COM +377 93 100 450 MONACO

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GET IMPULSIVE

• FOR MORE INFORMATION ABOUT THIS LUXURY YACHT CONTACT:
Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com



► RECENT PRICE REDUCTION

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IMPULSIVE 126' (38.5m) :: Norship :: 1994/2012 :: \$3,790,000 ~~\$3,798,000~~



BROKERAGE ★ CHARTER ★ MANAGEMENT ★ NEW CONSTRUCTION ★ CREW SERVICES

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SINCE 1949

► NEW CENTRAL LISTING



HIGHLAND BREEZE 112' (34.3m) :: Nautor's Swan 112 RS :: 2002/2014 :: €4,495,000
Joost Govers :: Palma :: +34 971 707 900 :: Joost.Govers@NorthropandJohnson.com



BURRASCA 184' (56m) :: Perini Navi :: 2003/2014 :: €17,500,000
Michael Nethersole :: Fort Lauderdale :: +1 954 328 2330 :: Michael.Nethersole@NorthropandJohnson.com



PASSION 173' (52.8m) :: Swedeship :: 1986/2009 :: \$19,500,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



GALLANT LADY 168' (51.2m) :: Feadship :: 2007 :: \$39,000,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



ZOOM ZOOM ZOOM 161' (49m) :: Trinity :: 2005/2013 :: \$16,500,000
Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com

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ANDROMEDA LA DEA 154' (46.9m) :: Perini Navi :: 1990/2006 :: €7,500,000
Hank Halsted :: Newport :: +1 401 965 3256 :: Hank.Halsted@NorthropandJohnson.com



CHECKMATE 145' (44.2m) :: Benetti :: 2013 :: \$20,500,000
Jonathan Chapman :: Newport :: +1 401 474 4793 :: Jonathan.Chapman@NorthropandJohnson.com



APACHE II 144' (44m) :: Baglietto :: 2009 :: €11,500,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com



CENTINELA IV 137' (41.7m) :: Feadship :: 1982/2008 :: \$8,900,000
David Roscow :: Fort Lauderdale :: +1 619 980 7704 :: David.Roscow@NorthropandJohnson.com



MIRABELLA 131' (40m) :: Concorde Yachts :: 1991/2014 :: €2,199,000
Joost Goverts :: Palma :: +34 971 707 900 :: Joost.Goverts@NorthropandJohnson.com



ODALISQUE 125' (38.1m) :: Feadship :: 1973/2009 :: \$4,900,000
John Weller :: Fort Lauderdale :: +1 561 379 5431 :: John.Weller@NorthropandJohnson.com



AR-DE 122' (37.2m) :: Burger :: 2002 :: \$9,950,000
Chris Chumley :: Fort Lauderdale :: +1 954 290 4125 :: Chris.Chumley@NorthropandJohnson.com

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MUSIC 114' (34.7m) :: Aydos Yatcilik :: 2012 :: €4,900,000
Jonathan Chapman :: Newport :: +1 401 474 4793 :: Jonathan.Chapman@NorthropandJohnson.com



SIGNE 112' (34m) :: Renaissance Yachts/Bruce King design :: 1990/2010 :: €1,600,000
Simon J Turner :: Palma :: +34 971 707 900 :: Simon.J.Turner@NorthropandJohnson.com



ANNAGINE 111' (33.9m) :: Dykstra Classic Sloop :: 2011 :: €5,500,000
Derk Rolff :: Holland :: +31 618 830 145 :: Derk.Rolff@NorthropandJohnson.com



CABOCHON 93' (28m) :: Ta Chiao :: 2013 :: \$3,490,000
Brian Commette :: Newport :: +1 401 965 5226 :: Brian.Commette@NorthropandJohnson.com



METOLIUS 83' (25.5m) :: Frers designed cutter built by Huisman :: 1992/2014 :: €1,400,000
Simon J Turner :: Palma :: +34 971 707 900 :: Simon.J.Turner@NorthropandJohnson.com



TWO 82' (24.6m) :: Alia Yachts :: 2011 :: \$4,700,000
Hank Halsted :: Newport :: +1 401 965 3256 :: Hank.Halsted@NorthropandJohnson.com



LETTAMALINA 72' (21.9m) :: Grand Banks :: 2006 :: \$1,995,000
John Boone :: Newport :: +1 561 358 7024 :: John.Boone@NorthropandJohnson.com



TRUANT 70' (21.3m) :: Vicem :: 2007 :: \$1,795,000
Bob Jarrett :: Newport :: +1 860 460 4985 :: Bob.Jarrett@NorthropandJohnson.com

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FOR CHARTER



SALUZI

LOA: 69.10m (226'7")
 Beam: 13.80m (45'2")
 Draft: 2.40m (7'8")
 Shipyard: Austal
 Year: 2003/2014
 Staterooms: 16
 Total guests: 32



QUITE ESSENTIAL

LOA: 55m (180'5")
 Beam: 9.40m (30'1")
 Draft: 3m (9'1")
 Shipyard: Heesen
 Year: 2011
 Staterooms: 6
 Total guests: 12



MUSTANG SALLY

LOA: 49m (161')
 Beam: 8.50m (28')
 Draft: 2,50m (8'2")
 Shipyard: Trinity
 Year: 2008
 Staterooms: 5
 Total guests: 11

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FOR SALE

TUTTO LE MARRANÉ

LOA: 46.20m (151'7")

Beam: 8.50m (27'11")

Draft: 1.22m (4')

Shipyard: Leopard (Arno)

Year: 2011

Staterooms: 5

Price: EUR 17,500,000



Not for sale to US residents in US waters

CRACKER BAY

LOA: 44.60m (146'3")

Beam: 8.80m (28'9")

Draft: 2.80m (9'2")

Shipyard: Hakvoort

Year: 2002/2013

Staterooms: 6

Price: USD 19,950,000



Not for sale to US residents in US waters

MARIPOSA

LOA: 40m (131')

Beam: 7.73m (25'5")

Draft: 3.90m (12'10")

Shipyard: Avangard

Year: 2012

Staterooms: 5

Price: EUR 6,500,000



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MYLO

LOA: 36.60m (120')
 Beam: 7.90m (25'11")
 Draft: 1.96m (6'5")
 Shipyard: Benetti
 Year: 2007
 Cabins: 5 staterooms
 Price: EUR 9,500,000



NENA I

LOA: 36.12m (118'5")
 Beam: 7.5m (24'6")
 Draft: 2.5m (8'2")
 Shipyard: Cantieri di Pisa
 Year: 2009 / 2011
 Cabins: 4 staterooms
 Price: EUR 5,900,000 VAT PAID



SILVERTIP

LOA: 33.80m (110'89")
 Beam: 7.10m (23'29")
 Draft: 4.30m (14'11")
 Shipyard: Yachting Developments
 Year: 2002/2005
 Cabins: 3 staterooms
 Price: EUR 5,950,000

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FOR SALE

MARGHERITA

LOA: 33m (108'2")
 Beam: 7.10m (23'2")
 Draft: 2.60m (8'5")
 Shipyard: Cantiere Nautico
 Year: 2009
 Cabins: 5 staterooms
 Price: EUR 4,400,000 VAT PAID



TUSCAN SUN

LOA: 32.50m (106'8")
 Beam: 6.76m (22'3")
 Draft: 2.00m (6'7")
 Shipyard: Maiora
 Year: 2008
 Cabins: 5 staterooms
 Price: EUR 4,300,000 VAT PAID



WALLYKOKONUT

LOA: 26.23m (86'06")
 Beam: 7.75m (25'43")
 Draft: 1.75m (5'74")
 Shipyard: Wally Yachts
 Year: 2014
 Cabins: 4 staterooms
 Price: EUR 5,500,000



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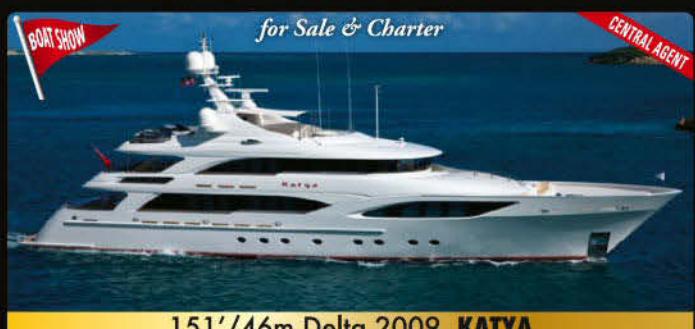


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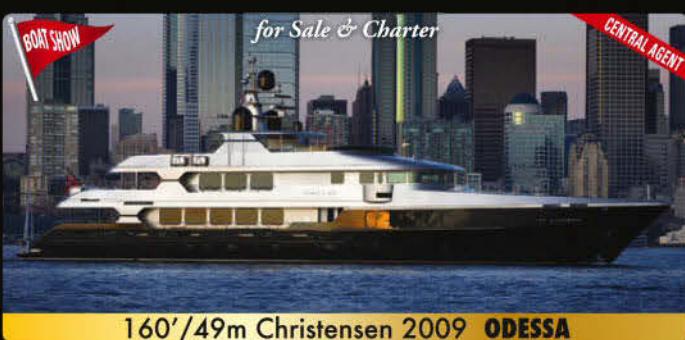
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151'/46m Burger 2009 SYCARA IV



148'/45m Benetti 2011 TOLD U SO*



132'/40m Westship 2000/13 NORTHERN LIGHTS



127'/39m IAG 2011 NO BADA BEES

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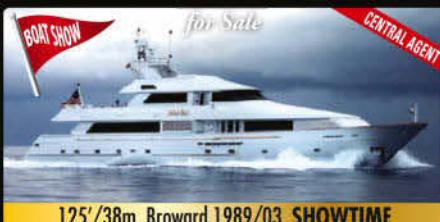
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130'/40m CRN 2005 **SANOO***



127'/39m Cantieri di Pisa 2007 **GLADIUS***



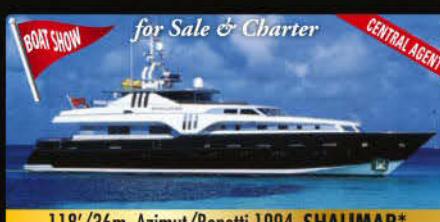
125'/38m Broward 1989/03 **SHOWTIME**



123'/37m Trident 1989/13 **AMERICAN PRIDE**



120'/36m Feadship 1991/09 **OUR TOY**



118'/36m Azimut/Benetti 1994 **SHALIMAR***



118'/36m Broward 1995/11 **PG'S JESTER**



116'/35m Pershing 2007 **CARCHARIAS***



94'/29m Ferretti 2000 **LADY BREANNA***



90'/27m Pershing 2007 **ROMPEMAR***



90'/27m Tarrab 1998 **PARAMOUR**



88'/27m Rayburn Custom 2004 **LADY VICTORIA**



87'/27m President 2007 **WATERSHED II**



82'/25m Sunseeker 2007 **HIDEOUT**



80'/24m Hatteras 2004 **OCEAN VIEW**



77'/23m Hatteras 2007 **USELESS**



75'/23m Riva 2011/12 **NAMEDROPPER**



64'/19m Pershing 2010 **GAYLE**

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Guests: 6 in 3 Cabins

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IMAGINE 164' (50M) Trinity 2010. 5 Staterooms
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ATTITUDE 150' (46M) Trinity 1998. 5 Staterooms
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BALAJU 146' (40M) Intermarine 2002/2013. 5 Staterooms
C.A. Mark Elliott 305.794.1167



LIONSHARE 130' (39M) Heesen 1987. 5 Staterooms
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CARTE BLANCHE 124' (38M) Trinity 2002/2011. 5 Staterooms
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KAKAWI 97' (30M) Marlow 2011. 4 Staterooms
C.A. Mark Elliott 305.794.1167



NATICA 92' (28M) Hatteras 1999. 4 Staterooms
C.A. Roy Sea 954.980.7438



TEMPTATION 80' (24M) Ferretti 2013. 4 Staterooms
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PRECIOUS MOMENTS 75' (23M) Lazzara 2008. 4 Staterooms
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MATCH POINT 161' (49M) Christensen 2009. 6 Staterooms

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HEVY TOY 142' (43M) Trinity 2004/2014. 5 Staterooms

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IMU 113' (34M) Codecasa 2000/2014, 4 Staterooms

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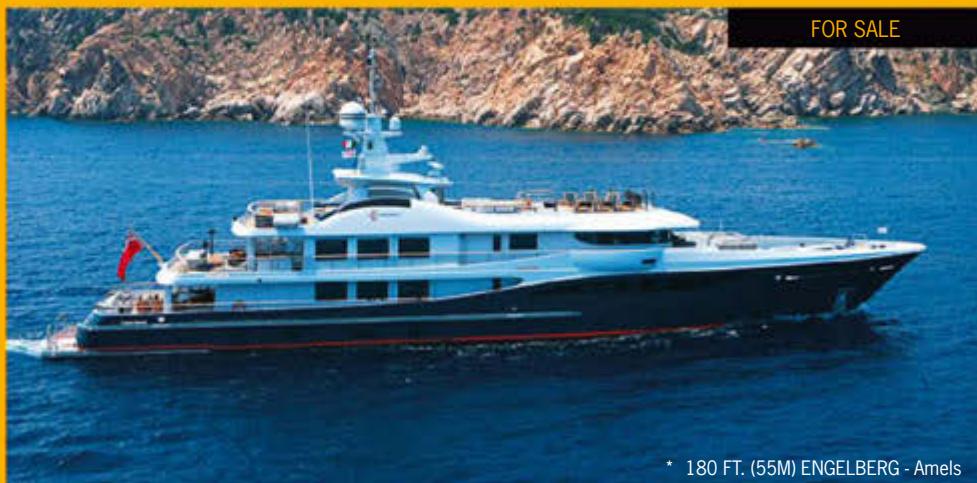
FOR CHARTER

* 200 FT. (61M) LADY KATHRYN V - Lurssen



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GIORGIA | 36.60m Benetti | 2009 | France | €8,995,000
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LES | 33.5m Mangusta | 2007 | France | €6,500,000
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CRAZY TOO | 33.5m Mangusta | 2005 | France | €4,700,000 (VAT paid)
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QUID PRO QUO | 30m Benetti | 2007 | France | €6,900,000
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RESTLESS | 29.16m Hargrave Yachts | 2005 | Sicily | \$3,950,000
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RAASTA II | 29m Azimut | 2008 | Italy | €3,200,000
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NEFERTITI | 27.70m Nautor's Swan | 2010 | Malta | €5,200,000
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LALOUISE | 26.21m Falcon | 2008 | France | €1,450,000
Tom Barnes | +33 620 18 17 34 | tom@bluewateryachting.com



LITTLE JEMS | 26m Leopard | 2004 | France | €1,350,000
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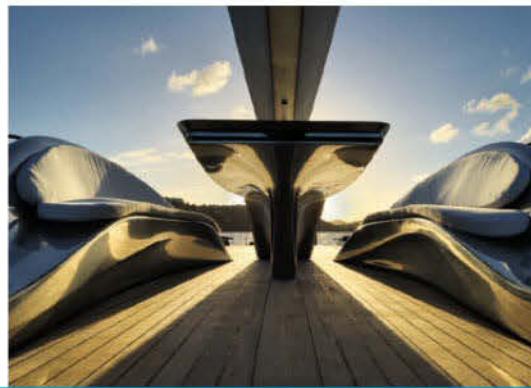
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BEAM:	7,90 m
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BUILDER:	Wally Yachts
YEAR:	2009
REFIT:	2010 by Lürssen
FLAG:	Malta
GUESTS:	8/10

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YEAR:	2005
FLAG:	Cayman Islands
GUESTS:	12
LOCATION:	San Remo, Italy
JOINT CA:	Merle Wood & Associates

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*LADY LAU
213' (65m) 2010 CODECASA



†SKYFALL
190' (57.91m) 2010 TRINITY



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†*ASTERIA
160' (49m) 1970/2002 ANASTASIADIS



† TOP FIVE
157' (48m) 2005 CHRISTENSEN



† KATYA
151' (46m) 2009 DELTA



LA SIRENA
141' (42.98m) 2000/2013 CHRISTENSEN



*BLUE MAMBA
127' (38.71m) 2009 OCEANLINE



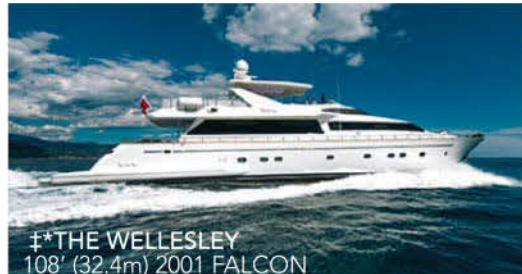
*RED SAPPHIRE
128' (39.1m) 1999 HESEN



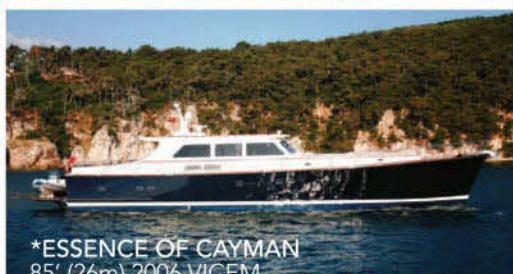
*HAPPY HOUR
116' (33.15m) AZIMUT 2004



ON DISPLAY AT THE
MIAMI YACHT
& BROKERAGE SHOW
†DOMINO
112' (34.14m) 2006/2014 Westport



ON DISPLAY AT THE
MIAMI YACHT
& BROKERAGE SHOW
†*THE WELLESLEY
108' (32.4m) 2001 FALCON



*ESSENCE OF CAYMAN
85' (26m) 2006 VICEM



ELIELLE
84' (26m) 2005/2012 McMULLEN & WING



BLACK SHADOW
83' (25.3m) 2007 SEA FORCE IX

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‡*MONTIGNE
187' (57m) 2009 AEGEAN



‡*ANEDIGMI
163' (50m) 1993/2013 OCEANCO



WORTH AVENUE YACHTS

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‡*IONIAN PRINCESS
150' (45.72m) 2005 CHRISTENSEN



*SKYFALL II
150' (45.72m) 2007/2014 PALMER JOHNSON



*SILVERWIND
143' (43.63m) BRAND NEW 2014 ISA



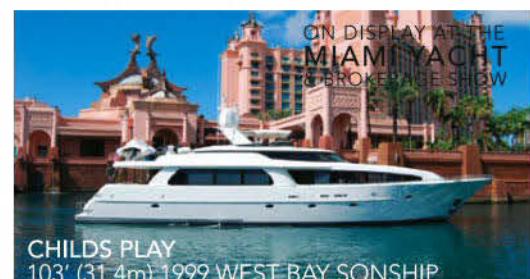
‡ NAMOH
125' (38m) 2003 CHEOY LEE



VALKYRIE
120' (37m) 2001/2011 CRESCENT



RUSALKA
118' (36m) 1994/2004 CHRISTENSEN



CHILDS PLAY
103' (31.4m) 1999 WEST BAY SONSHIP



PATTI BELLE
90' (27.43m) 2012 OCEAN ALEXANDER



NORTH STAR
86' (26.21m) 2013 FERRETTI



KALEIDOSCOPE
80' (24.38m) 2001 LAZZARA



‡ CRISTOBAL
80' (24.4m) 2004 LAZZARA



WILLY'S WISH
73' (22m) 1995 NEPTUNUS

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‡ Also available for charter

* Not for sale or charter to US residents while in US waters.

Y 17°59'22"N 63°04'35"W



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59.3m Benetti. Built 2009. Exclusively for sale by Y.CO
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Y 35°52'45"N 14°35'45"E



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VALK CONTINENTAL 1550

€ 785,000

NEW LISTING



Steel, built by Wim van der Valk, dim.: 14.99 x 4.60 x 1.45 m, 3 cabins, 6 berths, 2x 180hp Volvo Penta. This Continental is built to the highest standards with all the luxury you need. If you are looking for a new Continental then this yacht will fulfill all your needs. As new condition.

BROKER Henk Sijbranda | Hindeloopen | +31 514 524000 | hsijbranda@devalk.nl

VITTERS 18.50

€ 1,300,000



Aluminium built in 2000 by Vitters Shipyard (NL), dim.: 18.50 x 4.80 x 1.45 m, 6 berths in 3 cabins, mahogany interior, 2 x Caterpillar 660 hp diesels, Onan 16 kW generator, hydraulic bow-, stern thruster, Webasto heating/airco.

BROKER Arjen Hoeksma | Loosdrecht | +31 35 5829030 | ahoeksma@devalk.nl

PRINCESS 75

€ 590,000 (VAT not paid)

PRICE € REDUCED



GRP, 2005, dim.: 23.00 x 6.00 x 2.20 m. Sleeps 7 in 5 cabins, 2 x MTU 1500 hp diesels. Excellent condition, perfectly maintained and keenly for sale.

BROKER Paul Galle | Palma | +34 971 402 911 | pgalle@devalk.nl

GRAND BANKS EASTBAY 54 SX

€ 1,495,000



Completely rebuilt in 2014. Dim.: 19.30 x 4.87 x 1.32 m. Superior to a standard yacht. She is outfitted with 3 cabins and fully equipped with super yacht technology. Contact us for full details on this very special opportunity.

BROKER Leonard Bonnema | Amsterdam | +31 35 5829014 | lbonnema@devalk.nl

ATLANTIC TRAWLER 66

€ 1,175,000 (VAT not paid)



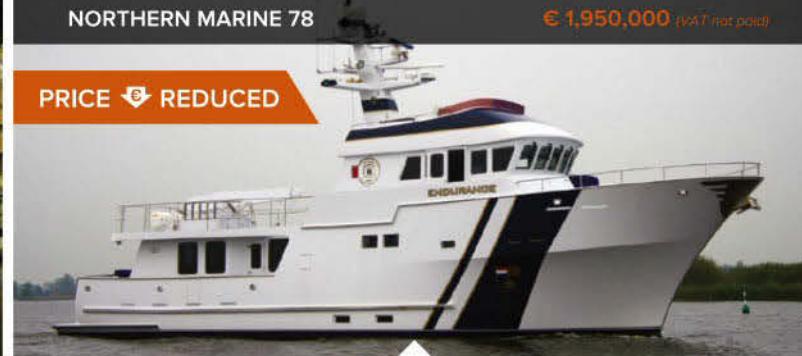
Steel, built in 2007 by Pilrant Yat Cekek (Turkey), dim.: 20.22, 5.58 x 2.00 m, steel hull, aluminum superstructure, teak decks, CE-A, 2x Cummins 225 hp diesels, max. speed approx. 11 knots at 1850 rpm, Data/Sleipner hydraulic bow- and stern thruster, Wesmar stabilizers, Onan generator.

BROKER Arne Doodeman | Sneek | +31 515 428030 | adoodeman@devalk.nl

NORTHERN MARINE 78

€ 1,950,000 (VAT not paid)

PRICE € REDUCED



GRP, built in 2003 by Northern Marine U.S.A., dim.: 23.50 x 6.60 x 2.00 m, award winning traditional interior with mahogany high gloss finish, sleeps 8 in 4 cabins plus one single in the pilothouse, 1 x Cummins KT19M 600 hp diesels, hydraulic bow- and stern thruster.

BROKER Henk Sijbranda | Hindeloopen | +31 514 524000 | hsijbranda@devalk.nl

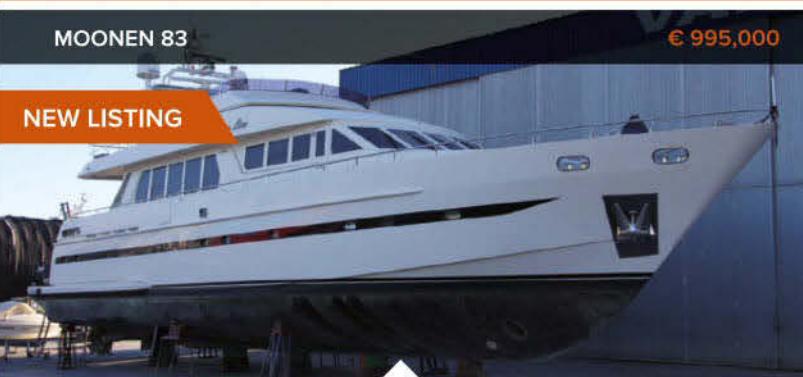


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MOONEN 83

€ 995,000

NEW LISTING

Steel built in 1994 by Moonen Shipyard (NL), designed by Mulder design Holland, dim.: 25.15 x 6.00 x 2.00 m, 8 berth in 4 cabins + 2 crew, Kabola heating, Frigoboard airco, 2 x MAN 820 hp diesels, 1 x Onan 25 kW + 1 x Onan 16 kW generator, hydraulic bow-stern thruster.

BROKER Arjen Hoeksma | Loosdrecht | +31 35 5829030 | ahoeksma@devalk.nl

CLASSIC DUTCH DESIGN LONG RANGE MY

Price on Request

PRICE REDUCED

Dim.: 40.00 x 7.26 x 2.65 m. This new built super yacht is nearly finished. Owners cabin and guest area's to be customized by the buyer. Please contact us for details of this rare opportunity.

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PILOTHOUSE SCHOONER

€ 840,000 (VAT not paid)



Aluminium, built 2001 by Jachtwerf Kesteloo, dim.: 22.40 x 5.60 x 2.55 m, teak decks, 8 berths, 4 cabins, Deutz 230 hp diesel, full hydraulic operated rigging. Bespoke long distance cruiser, very sturdy built.

BROKER Marc Weijenberg | Sint Annaland | +31 166 601000 | mweijenberg@devalk.nl

MULDER 88 FLYBRIDGE

€ 2,495,000 (VAT not paid)

NEW LISTING

Aluminium, built in 2001 by Mulder Shipyard (NL), designed by Guido de Groot, dim.: 27.10 x 6.50 x 1.80 m, 7 berths in 4 cabins + 3 crew, Kabola heating and airco in each cabin, 2 x Caterpillar 1400 hp diesels, 2 x Onan 22.5 kW generator, 40 ps bowthruster.

BROKER Erwin van den Braak | Loosdrecht | +31 35 5829030 | evdbraak@devalk.nl

BESTEVAER 65 S

€ 780,000 (VAT not paid)



Aluminium, built 2004 by K&M, dim.: 20.04 x 4.55 x 2.80 m. The Lady Ann is a beautiful classic-lined but also comfortable yacht provided with all the necessary equipment. 3 cabins, 8 berths, 1 x 160 hp Steyr engine. She is lying in Hindeloopen and ready to go anywhere you like!

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VAN DE STADT 84 SLOOP

€ 1,475,000 (VAT not paid)

NEW LISTING

Aluminium, built 2005 by Aluboot, dim.: 25.50 x 5.90 x 2.00/4.00 m, 3 cabins, 8 berths (owners + 4 guests + crew), 1 x 335 hp Man-Nanni. This elegant 84 sloop easily achieves twelve knots of cruising speed, thanks in part to her carbon rig and new sails. Twin rudders, hydraulic lift keel.

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Design	Hoek Naval Architects
Yard	Bloemsma & Van Breemen
Year	2002 / Refit 2012
Dim.	25 x 6.28 x 2.6 / 4.6 mtr
Engine	1 x 212Hp Steyr
Cabins	8 berths in 4 cabins
Price	Euro 2.250.000 VAT Exempted EU

Highlights:

- Liftkeel (hydr.) for shallow bays
- Fully (hydr.) furling rigging controlled by push-button from steering station
- Open interior with pilothouse, saloon and separate dining
- Swimming platform / large storage lazzerette and beach alike aft deck
- Yacht can be sailed by experienced owner without crew
- Max speed under sail 20+ knots for racing / 9 knots while cruising



Sunset in Tahaa French Polynesia



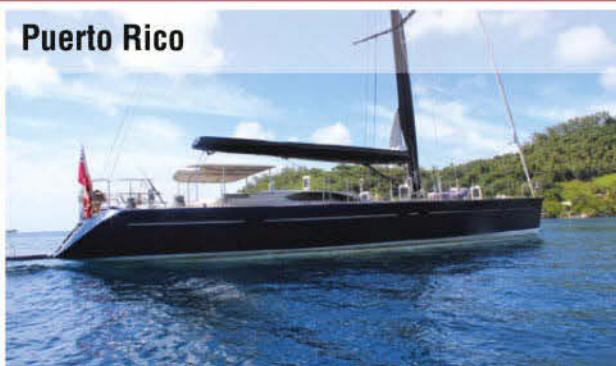
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 Mark Peck, C.A.



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 Andrew Miles, C.A.



115' Crescent 1996 "SANS SOUCI"
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Pieter Beeldsnijder 66 MY 'BONKER'
2008, 20.00 x 5.60 x 1.80 m, 3 cabins, steel,
2 x 300 hp John Deere 6081 AFM 75

On request



Hakvoort Wishbone Schooner 92 ft 'Manderine VI'
2001, 28.10 x 5.69 x 2.17 m, 4 cabins, steel,
1 x 231 hp Deutz DT67 (new 2012)

1.950.000,- ex. VAT



Pacific S185
2013, 18.80 x 5.45 x 1.45 m, 3 cabins, steel,
2 x 280 hp Volvo Penta D6-280

€ 1.325.000,-



Aprea 65 Maestro Zero Speed s
2008, 20.16 x 5.70 x 1.55 m, 5 cabins, GRP,
2 x 1360 hp MAN D2842 LE 423

1.275.000,- ex. VAT



Sturier 675 CS Long Range
2005, 20.60 x 5.75 x 1.70 m, 3 cabins + 1 x crew, steel,
2 x 252 hp MAN D 2866-E

€ 1.100.000,-



Vripack Long Range Offshore Vessel 66 ft
2009, 19.95 x 6.00 x 1.50 m, 3 cabins + 1 x crew, steel,
2 x 280 hp Volvo Penta D6 EVC

€ 995.000,-



Fairline Squadron 68
2007, 21.16 x 5.40 x 1.45 m, 4 cabins + 1 x crew, GRP,
2 x 1394 hp MAN 1360 CRM

€ 895.000,-



Blue Water Trawler 58` Long Range
2008, 17.42 x 5.08 x 1.60 m, 3 cabins + officespace, steel,
2 x 175 hp John Deere 6068 TFM 75

€ 735.000,-



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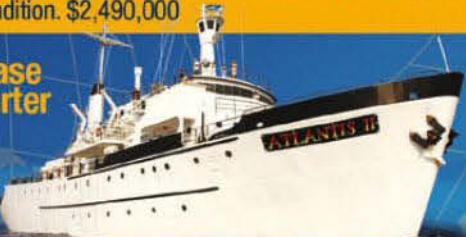


169' (52M) BEAUPORT | DAVEY SHIPYARD | Owners Deck; Ice Strengthened; Steel; Stabilized; Yacht Interior; Huge Crane; Great Condition. \$2,490,000



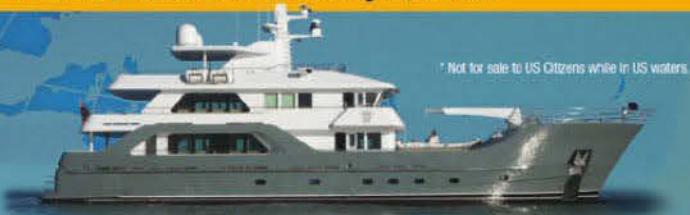
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or Charter**



210' (64M) ATLANTIS II | MARYLAND SHIPBUILDING | 1963
Famous for Titanic Exploration \$2,250,000

95' (28.96M) IMPETUS | 2005 | Award Wining | 6500 NM range
Quantum Maglift Zero speed stabilizers, 2x Cat engines, Custom interior
ABS/MCA, Excellent condition. Asking \$6,195,000



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120' (36.5M) FAR FAR AWAY | INACE | 2012 | ABS & MCA classed
Master + 4 Guest S/R, 6000 NM range. \$13,950,000



100' (30.5M) ALL OCEAN | LUIZ DE BASTO DESIGN | 2015
Master on main deck, 4000+ NM range, Steel or GRP \$9,150,000

90' (27.4M) ALL OCEAN | LUIZ DE BASTO DESIGN | 2015
Master on main deck, 4000+ NM range, Steel or GRP \$8,550,000



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New Build and Crew!

**New Listing
Yacht Fish**



76' (23.3M) MISS SHUGA | QUEENSHIP | 2004
3S/R; Twin Cat 3412 cruise 18k; Great Equipment;
Great Condition; Ready \$1,290,000.

**Price
Reduced**



75' (22.8M) SAFIRA | INACE EXPLORER | 2008
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TC 85 VELACARINA



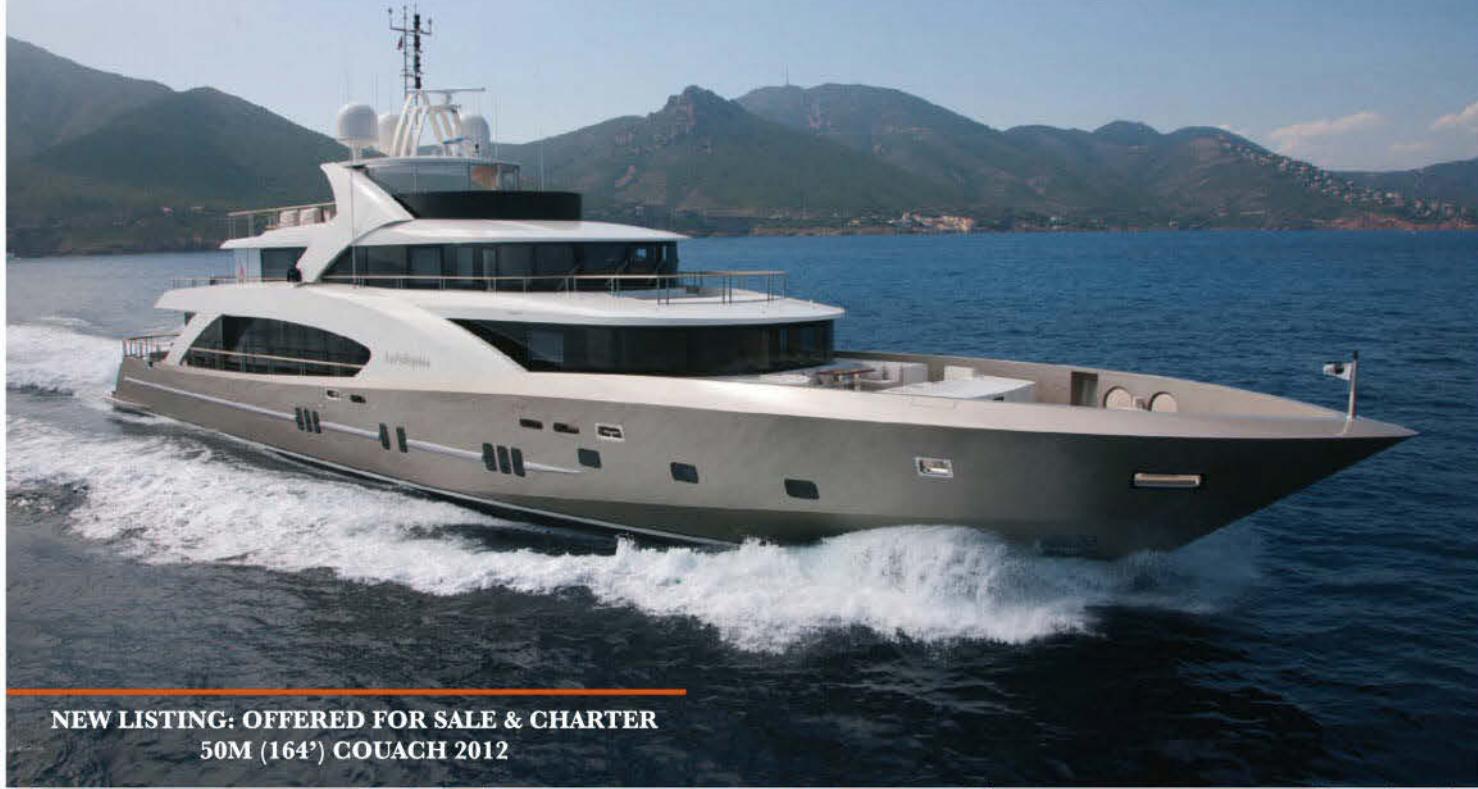
Hoek Design - Claasen Shipyards - 2004 - Aluminium - LOA: 25.70m - Beam: 5.70m Draft: 3.00m

This stunning Truly Classic was built to the highest specifications, with full carbon masts and booms, main and head sails on furling systems, hydraulic winches, bow and stern thrusters and a fold down transom with bathing platform, etc..

Comfortably sleeping 6 guests plus 2 crew. Asking price Euro 3.250.000 VAT paid.

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Naval Architecture : Starling Burgess / Dykstra Naval Architects
Year of Build : 2012
Builder : Holland Jachtbouw
LOA : 39.9m/131'
Asking Price : €10,450,000 VAT paid
Carbon Spars : Southern Spars
Sails : Racing and Cruising Inventories (North Sails)

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HEESEN YACHTS • 2008 • EURO 21.500.000



LENGTH:

46.7M

GRT:

499



BEAM:

8.5M

CRUISING SPEED:

12kts



DRAFT:

2.95M

GUESTS:

10

**SIBELLE**

HEESEN YACHTS • 2008 • EURO 20.250.000



LENGTH:

44.0M

GRT:

458



BEAM:

9.0M

CRUISING SPEED:

20kts



DRAFT:

2.5M

GUESTS:

10

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DISCOVERY 67'

£1,495,000
Caribbean

Berthon are the preferred brokers for Discovery Yachts. This 67' splashed in 2010, and has lines from the Maestro – Ron Holland. Massively over equipped for every eventuality, skipper maintained and an open cheque book approach to her care has her gleaming from every angle. Also a hit with the charter agents on the circuit so can wash her face as you like. Discover, as our chums at Marchwood are fond of saying, the difference.



SWAN 66' FD

US \$2,500,000 UK VAT Paid
Newport, Rhode Island

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€395,000
Lymington

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3

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BUILT 2007

Ferretti

FOR SALE 900 000 €



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LENGTH 24m

BUILT 2004

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VIUDES 45 M.Y. PRIDE

Builder: Viudes Yachts | Classification: Lloyds Register +100A1 MCH MCA LY2 | LOA: 44,8 m | Beam: 9,5 m | Draft: 2,6 m | Displacement: 420 T | Gross Tonnage: 496 GT | Engines: 2 x CAT C32 Acert
 Stabilizers: 2 x Quantum 1800 QC | Fuel capacity: 80000 lts. | Fresh water capacity: 7800 lts. | Cruising Speed: 12,5 knots | Max. Speed: 14 knots | Range at cruising speed: 3200 nm
 Range at economical speed (10 knots): 5200 nm | Accommodation: 2 Master cabins and 4 guest cabins | Price: 22.000.000 €



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HEESEN 48m.
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Year: 2009/2014 - Large array of toys, large sunbathing areas, new gym room and Jacuzzi on flybridge - Accommodation for 10/12 guests in 5 suites.

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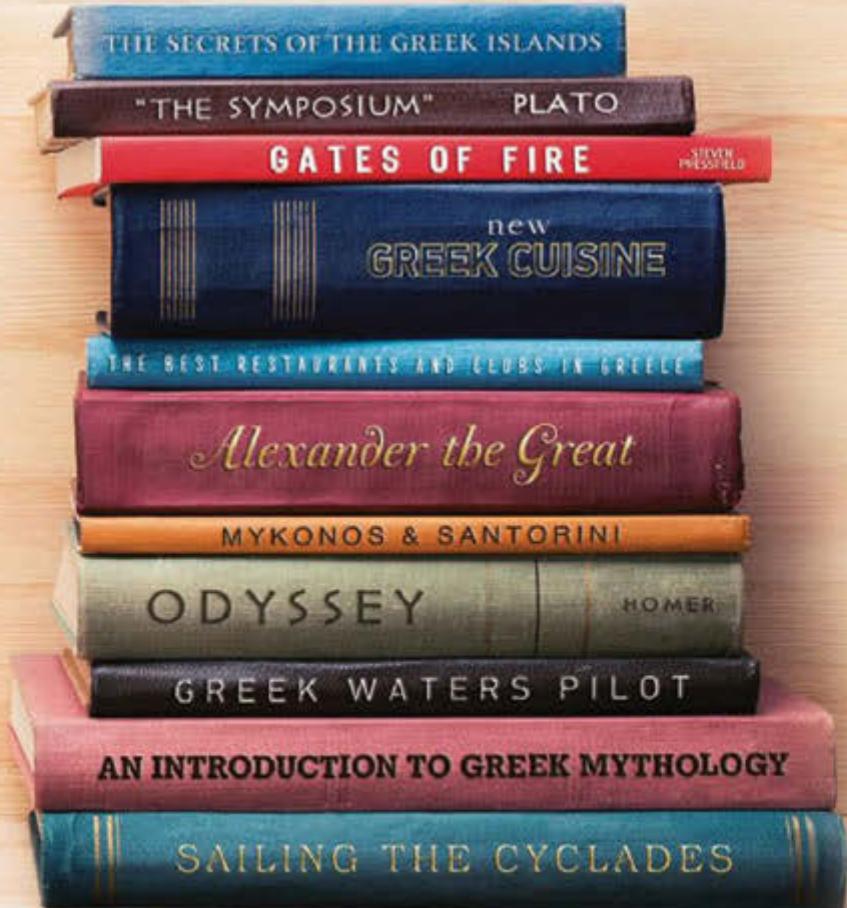
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RUSALKA

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Price: 5,450,000 EUR. (VAT Paid). Joint Central Agents.



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Solid and dependable 35m Kristiansands Mek Verksted S.A from 1960. A real gentleman's explorer yacht. Accommodation for 8 guests. Asking: 1,900,000 EUR. Central Agent.

PHOENIX

First time this 36m Leight Notika from 2003/04 (2013) has been on the market. 5 year full BV survey in 2014. Excellent charter record. Sleeps 9 guests in 4 cabins. Asking: 3,900,000 EUR. Central Agent for sale and charter.

**MIZAR**

This beautiful, 32m gentleman's motor yacht was launched by Benetti in 1973 and is commercially registered. She was mostly rebuilt as new in 2000 and sleeps 11 guests. Asking: 2,200,000 EUR (VAT Paid). Central Agent.

**CELTIC DAWN - PRICE REDUCTION**

This stunning Astondoa 102 GLX from 2003 (refit 2010/11) sleeps 8 guests. Great outdoor spaces, excellent charter record & maintained to high standards. Asking: 1,900,000 EUR. Central Agent for sale and charter.

**IMPULSE**

1 Owner and 1 dedicated Captain from build have ensured that this Sunseeker 90 Yacht, launched in 2007 has been extremely well looked after. Sleeps 8/9 guests. Asking: 2,450,000 EUR. Central Agent for sale and charter.

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**SUPERTOY**

This 28m yacht is can accommodate 10 guests in great comfort. An enviable charter reputation, and new teak decks fitted over the winter 14. Asking: 895,000 EUR. Central Agent for sale and charter.

**ULYSSIA**

5 cabin, high spec Navetta 26, from 2008, including gyros. Very tidy yacht and in great condition. Built to MCA SVC for possible future charter. Sleeps 10 guests. Asking: 2,750,00 EUR (VAT Paid). Central Agent.

**MORE**

This 45m Benetti from 2003 has had an expensive refit done over the last 2 years. Outstanding charter record. Accommodates 10 guests in 5 cabins. Asking: 9,400,000 EUR. Central Agent for sale and charter.

**TITAN**

This 60m / 198' explorer yacht from 2005 had a 5m EUR refit in 2009 Combining comfort with Italian style, she has a wonderful charter record. Sleeps 22 guests. Asking: POA. Central Agent for sale and charter.

**MAESTRO OF GIBRALTAR**

A 1.5 million EUR refit in 2012 saw her extensively refurbished and upgraded. The interior by Luca Dini sleeps 10 guests in 5 staterooms. MAESTRO is keenly for sale. Asking: 5,900,000 EUR. Central Agent.

**COLUMBUS 45S HYBRID**

Currently under construction. Will accommodate 10 guests in 5 superbly appointed ensuite cabins. Enjoy greener and quieter performance yachting. Asking: 21,500,000 EUR. Central Agent.



CHRIMI II

1m PRICE REDUCTION - 7,900,000 EUR (VAT PAID)



37.30m / 122' 5" Heesen Yachts launched in 2006. 12 guests in 5 suites. A superb example of the Heesen pedigree and key principle: the Performance of Luxury.



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